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U.S. GOVERNMENT
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Part II begins on page 10487

PART I

FEDERAL REGISTER

VOLUME 24 — NUMBER 249

Washington, Wednesday, December 23, 1959

Title 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[Amdt. 3]

PART 446—PEANUTS

Subpart—1959-Crop Peanut Price Support Program

ELIGIBILITY REQUIREMENTS AND PAYMENT FOR NO. 2 PEANUTS

The regulations issued by Commodity Credit Corporation (hereinafter referred to as "CCC") with respect to the 1959 Crop Peanut Price Support Program, as amended (24 F.R. 6077, 7599, and 9329) are further amended by revising the grade requirements and prices for No. 2 shelled peanuts, as specified below:

1. Section 446.1135 is amended by revising the first clause and paragraph (a) thereof to read as follows:

§ 446.1135 Eligibility requirements for No. 2 peanuts.

No. 2 peanuts delivered to CCC pursuant to offers made by shellers on and after December 1, 1959 shall:

(a) Be shelled Runner, Spanish, or Virginia type peanuts (excluding straight shelled peanuts) which, except as provided in subparagraph (1)(i) of this paragraph (a), are of similar varietal characteristics by type, which may be whole, split, or broken peanuts, and which meet the standards specified herein.

(1) No. 2 peanuts of any type shall not contain more than (i) 2 percent peanuts of other types, (ii) 6 percent damaged and unshelled peanuts, (iii) 2 percent minor defects, except that any unused part of the tolerance for damaged and unshelled peanuts shall be allowed for minor defects, (iv) 2 percent foreign material, (v) 11 percent fall-through, as defined in subparagraph (2) of this paragraph (a), and minor defects, and (vi) 9 percent moisture in the Southeast and Southwest areas and 10 percent moisture in the Virginia-Carolina area.

> *This issue is divided into two parts bound together. Part II contains a revision of 14 CFR Parts 600, 601, air navigation regulations of the Federal Aviation Agency.*

(2) Fall-through means (i) all sound peanuts and portions of peanuts which pass through a screen having 17/64 inch round openings in the case of Runner and Virginia peanuts, and a screen having 16/64 inch round openings in the case of Spanish peanuts, (ii) all sound whole Runner kernels which pass through a screen having 13/64 x 3/4 inch openings, (iii) all sound whole Spanish kernels which pass through a screen having 12/64 x 3/4 inch openings, and (iv) all sound whole Virginia kernels which pass through a screen having 13/64 x 1 inch or longer openings.

(3) The terms used in this paragraph (a), which are not otherwise defined herein, shall, for each type of peanuts, have the meanings assigned in the current U.S. Standards for shelled peanuts of such type, issued by the U.S. Department of Agriculture, Agricultural Marketing Service. The percentages specified in subparagraph (1) of this paragraph (a) shall be determined on a weight basis.

(4) A composite sample, which is representative of the quantity of peanuts included in one offer, shall be used to determine whether such peanuts meet the requirements of this paragraph (a): *Provided, however,* That nothing contained herein shall be construed as a waiver of any right of CCC under paragraph (c) of § 446.1142, or under any other provision in this subpart.

2. Section 446.1144 is amended by revising paragraph (a) to read as follows:

§ 446.1144 Payment for No. 2 peanuts.

(a) (1) CCC will purchase eligible No. 2 peanuts at the price in effect on the date the offer is accepted by the association: *Provided, however,* That such price shall be reduced by one-tenth cent per pound for each full 1 percent by which the percentage of sound whole kernels

(Continued on p. 10425)

CONTENTS

Agricultural Marketing Service Page
Proposed rule making:
  Nectarines grown in California; handling ---- 10455
Rules and regulations:
  Oranges, navel, grown in Arizona and designated part of California ---- 10439
Agriculture Department
See Agricultural Marketing Service; Commodity Credit Corporation; Commodity Stabilization Service.
Atomic Energy Commission
Notices:
  Hearings, etc.:
    Luigi Serra, Inc ---- 10465
    Mines Development, Inc ---- 10465
    Westinghouse Electric Corp ---- 10465
    Worcester Polytechnic Institute ---- 10466
Civil and Defense Mobilization Office
Notices:
  Directors, OCDM Schools; delegation of certain student expense program authority and functions ---- 10467
Commerce Department
See also Federal Maritime Board; National Shipping Authority.
Notices:
  Grisell, Charles P.; statement of changes in financial interests ---- 10464
Commodity Credit Corporation
Rules and regulations:
  Peanuts; 1959-crop price support program; eligibility requirements and payment for No. 2 peanuts ---- 10423
Commodity Stabilization Service
Rules and regulations:
  Sugar:
    Continental; requirements and area quotas for 1960 ---- 10425
    Domestic beet; proportionate share areas and farm proportionate shares for the 1959 crop:
      Colorado ---- 10426
      Illinois ---- 10438
      Indiana ---- 10439
      Iowa ---- 10435

FEDERAL REGISTER

REpublic 7-7500 Extension 3261

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Office of the Federal Register, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

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CONTENTS—Continued

Commodity Stabilization Service—Continued Page

Rules and regulations—Continued
  Sugar—Continued
    Domestic beet; proportionate share areas and farm proportionate shares for the 1959 crop—Con.
      Montana 10436
      Nevada 10433
      North Dakota 10431
      Ohio 10429
      South Dakota 10437
      Texas 10434
      Utah 10428
      Wisconsin 10430

Comptroller of the Currency Bureau

Notices:
  First Deputy Comptroller of the Currency et al.; order of succession to act as Comptroller 10465

Federal Aviation Agency

Proposed rule making:
  Control area extensions, control zones, associated control areas, Federal airways, reporting points, coded jet routes, and restricted areas (20 documents) 10456–10463

CONTENTS—Continued

Federal Aviation Agency—Con. Page

Rules and regulations:
  Control area extensions; modifications (3 documents) 10440
  Federal airway, associated control areas and designated reporting points; revocation 10441
  Federal airways, continental control area, control areas, control zones, reporting points, and positive control route segments (*see* Part II of this issue).
  Reporting point; redesignation 10441

Federal Housing Administration

Rules and regulations:
  Delegations of basic authority and functions; Property Management Committee 10444

Federal Maritime Board

Notices:
  Hearings, etc.:
    Compania Maritima San Basilio, S.A., and Sociedad Maritima San Nicolas, S.A. 10464
    Pacific Coast-Hawaii and Atlantic/Gulf-Hawaii general increases in rates 10464
    Storage practices at Port of Longview, Wash 10464

Federal Trade Commission

Rules and regulations:
  Cease and desist orders:
    Beltone Hearing Aid Co. et al 10441
    Marks Furs, Inc., et al 10442
    Westinghouse Electric Corp. and Westinghouse Electric Supply Co 10443

General Services Administration

Notices:
  Secretary of Defense; authority to represent Federal Government re Alabama Gas Corp. increased gas rates 10466

Geological Survey

Notices:
  Definitions of known geologic structures of producing oil and gas fields; certain States 10466

Housing and Home Finance Agency

See Federal Housing Administration.

Interior Department

See also Geological Survey; Land Management Bureau; Oil Import Appeals Board; Reclamation Bureau.

Notices:
  General Manager of the Alaska Railroad; delegation of authority 10467

Internal Revenue Service

Proposed rule making:
  Procedure and administration; definitions 10450

CONTENTS—Continued

Interstate Commerce Commission Page

Notices:
  Fourth section applications for relief (2 documents) 10481, 10482
  Motor carriers:
    Alternate route deviation notices 10470
    Applications and certain other proceedings 10472
    Transfer proceedings 10471
Proposed rule making:
  Lease and interchange of vehicles by motor carriers 10463

Labor Department

See Wage and Hour Division.

Land Management Bureau

Notices:
  Arizona; proposed withdrawal and reservation of lands 10466
Rules and regulations:
  Public land orders:
    Alaska 10446
    Arizona 10446
    California (2 documents) 10445, 10446

Library of Congress

Rules and regulations:
  Procedures and services 10447

Maritime Administration

See National Shipping Authority.

National Shipping Authority

Rules and regulations:
  Authority of general agents to provide for American Merchant Marine Library Service 10445

Oil Import Appeals Board

Rules and regulations:
  Rules and procedures 10444

Reclamation Bureau

Notices:
  Klamath Irrigation Project, Oregon-California; public notice of annual water charges 10466

Saint Lawrence Seaway Development Corporation

Rules and regulations:
  Tariff of tolls; rules of procedure of the Joint Tolls Advisory Board; editorial note 10445

Securities and Exchange Commission

Notices:
  Hearings, etc.:
    Al-Dun Amusement Co 10467
    Equity Corp. and Development Corporation of America 10469
    Louisiana Gas Service Co 10470
    Securities Corporation General 10467

Treasury Department

See Comptroller of the Currency Bureau; Internal Revenue Service.

Wage and Hour Division

Notices:
  Learner employment certificates; issuance to various industries 10482

CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

A Cumulative Codification Guide covering the current month appears at the end of each issue beginning with the second issue of the month.

Page

3 CFR
Executive orders:
July 2, 1910 (see PLO 2033) ___ 10446

6 CFR
446 ___ 10423

7 CFR
811 ___ 10425
850 (12 documents) ___ 10426, 10428–10431, 10433–10439
914 ___ 10439
Proposed rules:
937 ___ 10455

14 CFR
600 (2 documents) ___ 10441, 10487
601 (6 documents) ___ 10440, 10441, 10530
Proposed rules:
600 (12 documents) ___ 10456, 10457, 10459–10462
601 (14 documents) ___ 10457–10462
602 (2 documents) ___ 10462, 10463
608 ___ 10463

16 CFR
13 (3 documents) ___ 10441–10443

24 CFR
200 ___ 10444

26 (1954) CFR
Proposed rules:
301 ___ 10450

32A CFR
OIAB (Ch. XI) ___ 10444
NSA (Ch. XVIII):
AGE–7 ___ 10445

33 CFR
402 ___ 10445
403 ___ 10445

43 CFR
Public land orders:
82 (see PLO 2034) ___ 10446
132 (revoked by PLO 2033) ___ 10446
1963 (revoked by PLO 2035) ___ 10446
1983 (see PLO 2035) ___ 10446
2032 ___ 10445
2033 ___ 10446
2034 ___ 10446
2035 ___ 10446

44 CFR
501 ___ 10447

49 CFR
Proposed rules:
207 ___ 10463

---

in the lot, which fall through the applicable larger screen specified below but do not fall through the smaller screen specified for the same type, exceeds 10 percent.

Type	Screens whole kernels will pass through	Screens whole kernels will not pass through
Runner	14/64 x 3/4 inch openings.	13/64 x 3/4 inch openings.
Spanish	15/64 x 3/4 inch openings.	12/64 x 3/4 inch openings.
Virginia	15/64 x 1 inch or longer openings.	13/64 x 1 inch or longer openings.

(2) No. 2 peanut prices shall be established by the Executive Vice President, CCC, who may revise such prices upward or downward at his discretion. Associations designated in § 446.1134 will furnish current No. 2 peanut prices to shellers who have informed the associations of their interest in selling No. 2 peanuts to CCC. A sheller shall have the right to withdraw his offer if the price is reduced before the offer is accepted by the association.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 401, 63 Stat. 1051, 1054, sec. 201, 68 Stat. 899; 15 U.S.C. 714c, 7 U.S.C. 1441, 1421)

Issued this 18th day of December 1959.

WALTER C. BERGER,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 59–10891; Filed, Dec. 22, 1959; 8:50 a.m.]

Title 7—AGRICULTURE

Chapter VIII—Commodity Stabilization Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811]

PART 811 — CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements and Quotas for 1960

Basis and purpose. The purpose of Sugar Regulation 811 is to determine, pursuant to section 201 of the Sugar Act of 1948, as amended (hereinafter called the "act"), the amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1960 and to establish, pursuant to section 202 of the act, sugar quotas for the supplying areas in terms of short tons of sugar, raw value, equal to the quantity determined by the Secretary of Agriculture to be needed in 1960 and to prescribe the time in which quotas may be filled. Further, this regulation establishes (1) the amounts of certain quotas that may be filled by direct-consumption sugar, pursuant to section 207 of the act, and (2) liquid sugar quotas pursuant to section 208.

The determination of sugar requirements set forth in this regulation is made pursuant to the requirement of section 201 of the act that the Secretary of Agriculture make such determination for the calendar year 1960 during December of 1959. The determination has been based, insofar as required by section 201 of the act, on official statistics of the Department of Agriculture and statistics published by other agencies of the Federal Government.

Sugar quotas, the amounts thereof that may be filled by direct-consumption sugar, and liquid sugar quotas are established by the procedures prescribed or at levels specified in sections 202, 207 and 208 of the act.

Prior to the issuance of this regulation, notice was given (24 F.R. 7878) that the Secretary of Agriculture was preparing, among other things, to determine the sugar requirements and to establish quotas for the calendar year 1960 and that any interested person might present any data, views or arguments with respect thereto at a public hearing to be held in Washington, D.C., on November 24, 1959. In addition, the notice stated that any interested person might present any data, views or arguments with respect thereto in writing not later than December 4, 1959. In making this determination due consideration has been given to the data, views and arguments expressed at the hearing held on November 24, 1959, and to the data, views and arguments submitted in writing on or before December 4, 1959, in accordance with the Administrative Procedure Act (60 Stat. 237).

Since the Sugar Act of 1948 requires that the Secretary of Agriculture determine sugar requirements for the calendar year 1960 during the month of December 1959, and since the sugar quotas for some areas are relatively small, thereby making it possible for such areas to exceed their quotas within a few days after the beginning of the quota year, compliance with the 30-day effective date requirements of the Administrative Procedure Act is impracticable and contrary to the public interest. Accordingly, this regulation shall be effective on January 1, 1960.

Sec.
811.1 Sugar requirements, 1960.
811.2 Quotas for domestic areas.
811.3 Quotas for foreign countries.
811.4 [Reserved]
811.5 [Reserved]
811.6 Liquid sugar quotas for foreign countries.
811.7 Applicability of quotas.
811.8 Restrictions on importations and marketings.

AUTHORITY: §§ 811.1 to 811.9 issued under sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interpret or apply secs. 201, 202, 204, 207, 208, 209, 210, 212 and 411; 61 Stat. 923, as amended, 924, as amended, 925, as amended, 927, as amended, 928, as amended, 929 as amended, 933, as amended; 7 U.S.C. 1111, 1112, 1114, 1117, 1118, 1120, 1122.

§ 811.1 Sugar requirements, 1960.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1960 is hereby determined to be 9,400,000 short tons, raw value.

§ 811.2 Quotas for domestic areas.

(a) For the calendar year 1960 quotas for sugar to be brought into or marketed for consumption in the continental United States from domestic areas are established in column (1) and the amounts of such quotas for offshore areas that may be filled by direct-consumption sugar are established in column (2) as follows:

[Short tons, raw value]

Area	Quotas (1)	Direct-consumption limits (2)
Domestic beet sugar	2,043,480	(1)
Mainland cane sugar	628,799	(1)
Hawaii	1,140,462	32,106
Puerto Rico	1,192,498	139,161
Virgin Islands	16,261	0

[1] No limit.

(b) Of the quantity established in paragraph (a) of this section for Puerto Rico which may be filled by direct-consumption sugar, 126,033 short tons, raw value, may be filled only by sugar principally of crystalline structure.

§ 811.3 Quotas for foreign countries.

For the calendar year 1960 quotas for sugar to be imported into the continental United States for consumption therein from foreign countries are established in column (1) and the amount of each such quota that may be filled by direct-consumption sugar is established in column (2) as follows:

[Short tons, raw value]

Country	Quotas (1)	Direct-consumption limits (2)
Republic of the Philippines	980,000	59,920
Cuba	3,119,655	375,000
Peru	95,527	10,094
Dominican Republic	81,457	9,000
Mexico	64,809	16,347
Nicaragua	14,027	10,779
Haiti	7,014	7,000
Netherlands	3,731	3,731
China	3,624	3,624
Panama	3,624	3,624
Costa Rica	3,616	3,616
Canada	631	631
United Kingdom	516	516
Belgium	182	182
British Guiana	84	84
Hong Kong	3	3
All other countries	0	0

§ 811.4 [Reserved]

§ 811.5 [Reserved]

§ 811.6 Liquid sugar quotas for foreign countries.

For the calendar year 1960 quotas for liquid sugar to be imported into the continental United States for consumption therein are hereby established as follows:

Country:	*Liquid sugar wine gallons, 72 percent total sugar content*
Cuba	7,970,558
Dominican Republic	830,894
British West Indies	300,000
Other foreign countries	0

§ 811.7 Applicability of quotas.

The provisions of §§ 811.1 to 811.6 shall apply to all sugar and liquid sugar brought or imported into or marketed in the continental United States in 1960 except as provided in sections 211 and 212 of the act and subject to the provisions of the regulations in this chapter, which prescribe the time, manner, and conditions under which quotas are filled by the marketing or importation of sugar.

§ 811.8 Restrictions on importations and marketings within quotas.

With respect to any sugar or liquid sugar which is subject to the provisions of §§ 811.1 to 811.6 as provided in § 811.7, all persons are prohibited during the calendar year 1960 from bringing or importing into or marketing in the continental United States any of such sugar or liquid sugar after the applicable quota has been filled, or any of such sugar or liquid sugar as direct-consumption sugar after the direct-consumption portion of the applicable quota has been filled.

STATEMENT OF BASIS AND CONSIDERATIONS

Requirements. Section 201 of the Sugar Act of 1948, as amended, provides that in determining the quantity of sugar needed to meet the requirements of consumers in the continental United States (total of quotas) the Secretary shall use as a basis the quantity of sugar distributed in the twelve-months ended October 31 prior to the year to which the requirements apply, shall make allowances for a deficiency or surplus in inventories of sugar and for changes in consumption because of changes in population and demand conditions and, in addition, shall consider the relationship between wholesale prices for refined sugar and the Consumers' Price Index.

Approximately 9,200,000 tons of sugar were distributed by primary distributors in the year ended October 31, 1959. There is no evidence that inventories of sugar in the hands of industrial users, wholesalers and retailers at the end of the year were substantially different than those at the beginning.

On the basis that sugar consumption amounted to 9,200,000 tons in the year ended October 31, normal population growth would indicate that consumption would amount to 9,375,000 tons in the calendar year 1960. Normally there is a loss of about 50,000 tons of quota sugar in the refining process.

Inventories of quota sugar held by refiners at the beginning of 1960 are expected to be at least 50,000 tons larger than they were a year earlier but a further increase is anticipated in 1960 as a result of larger year-end supplies from the Mainland Cane Sugar Area.

The wholesale price of refined sugar at New York currently is 9.55 cents per pound or 95 percent of the level (10.05 cents) that would be computed on the basis of the Consumers' Price Index in accordance with section 201 of the Act.

After consideration of all of the relevant conditions, sugar quotas totaling 9,400,000 tons are determined to be needed to meet the requirements of consumers in 1960.

Quotas. The quotas herein established were determined in accordance with the procedures of the Act provided for translating total sugar requirements into quotas for individual countries and areas.

On the basis of the average polarization of Philippine sugar imported within the 1959 quota through September 1959, a quota of 980,000 short tons, raw value, is required in 1960 to permit the entry of the quantity of sugar established as the quota for the Republic of the Philippines by section 202 of the Act. The portion of this quota which may be imported as direct-consumption sugar, established as 56,000 short tons, of sugar, in subsection (d) of section 207 of the Act may be filled entirely with refined sugar and is, therefore, determined to be equivalent to 59,920 short tons, raw value.

The extent to which each quota may be filled by direct-consumption sugar was established pursuant to section 207 of the Act.

The liquid sugar quotas established are those specified in section 208 of the act.

Done at Washington, D.C., this 17th day of December 1959.

TRUE D. MORSE,
Acting Secretary.

[F.R. Doc. 59-10873; Filed, Dec. 22, 1959; 8:48 a.m.]

SUBCHAPTER G—DETERMINATION OF PROPORTIONATE SHARES

[Sugar Determination 850.99, as amended, Supp. 1]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Colorado Proportionate Share Areas and Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Colorado State Committee has issued the bases and procedures for dividing the State into proportionate share areas and establishing individual farm proportionate shares from the allocation of 144,538 acres established for Colorado by the determination. Copies of these bases and procedures are available for public inspection at the office of such Committee at the New Custom House, Denver, Colorado, and at the Offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Colorado. These bases and procedures incorporate the following:

§ 850.100 Colorado.

(a) *Proportionate share areas.* Colorado shall be divided into three proportionate share areas comprising the parts of the State included in the factory districts of the Great Western Sugar Company, the Rocky Ford-Sugar City-Swink factory districts, and the Delta factory district. These areas shall be designated Northern Area, Southern Area, and Western Area, respectively. Acreage allotments for these areas shall be computed on the basis of the average accredited acreages for the crop years 1955 through 1958 for each area as a measure of "past production" and "ability to produce" sugar beets, with pro rata adjustments to the State allocation of 144,538 acres. This results in the following area acreage allocations: Northern Area—118,342 acres; Southern Area—20,672 acres; and Western Area—5,524 acres.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from area allotments as follows: Northern Area—1,183 acres for new producers, 1,183 acres for appeals, and 5,039 acres for adjustments in initial shares; Southern Area—207 acres for new producers, 207 acres for appeals, and 947 acres for adjustments in initial shares; and Western Area—55 acres for new producers, 55 acres for appeals, and 360 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully-completed form SU-100 shall be filed by April 1, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by four the total accredited acreage of sugar beets for the farm during the crop years 1955 through 1958, except that for any such farm for which a new-producer share was established for the 1956, 1957 or 1958 crop, the farm base shall be the larger of the 1955–58 average accredited acreage, or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* For each proportionate share area, the total of individual farm bases for old-producer farms, as established pursuant to this paragraph (d), is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from the farm bases in each proportionate share area as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for each area shall be as follows: Northern Area—1.00; Southern Area—1.02; and Western Area—1.05.

(3) *Adjustments in initial shares.* Within the acreage available from the set-aside for adjustments, and from acreage of initial shares in excess of requested acreages in each proportionate share area, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, crop rotation, availability of irrigation water, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers in each proportionate share area, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that 12.0 acres are the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water (where irrigation is used), adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. In the consideration of the availability of such facilities, the combined costs of the producer and the processor for transporting beets from the farm to the nearest beet sugar factory, within broad rate limits, may be taken into account. Preference shall be given by establishing shares for farms whose operators have had significant previous sugar beet production experience, and minimum new-producer shares shall be established for all well-qualified applicants.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused in each proportionate share area, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99, applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms in any county shall be reported to the ASC State Committee by the ASC County Committee. Acreages so reported by counties in an area, together with available acreages from unused set-asides or from other sources of unused acreage, shall be distributed or allocated to counties in the area on the basis of the reported need for additional acreage in each county, subject to such limitation as is found by the State Committee to be necessary to secure reasonable uniformity in increases of farm proportionate shares among counties in the same area. Subject to review and approval on behalf of the ASC State Committee, such acreage distributed to a county shall be redistributed by the ASC County Committee to increase the proportionate shares for farms in the county for which additional acreage is requested, by allocating such acreage to such farms on the basis of the established farm proportionate shares subject to such adjustments as may be warranted under the criteria set forth in paragraph (d)(3) of this section. If any such acreage remains unused in the county, it shall then be prorated by the ASC State Committee to other counties in the area with farms capable of utilizing more proportionate share acreage, and if such acreage is not utilized within such counties, it may be made available to other areas in the State wherein additional acreage may be used.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Colorado State Committee for determining farm proportionate shares in Colorado in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

Colorado is divided into three areas, as has been done for the preceding four crops. Advisory committees, including grower and processor representatives are utilized. In establishing proportionate shares for old-producer farms, the factors of "past production" and "ability to produce" sugar beets are measured by four-year average accredited acreages for the crop years 1955–58, except that a more favorable formula is applied to such farms which were new-producer farms in 1956–58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Twelve-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals, are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Sup. 1131, 1132)

LEO L. SOMMERVILLE,
Chairman, Agricultural Stabilization and Conservation Colorado State Committee.

SEPTEMBER 9, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10892; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 2]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Utah Proportionate Share Areas and Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799, 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Utah State Committee has issued the bases and procedures for dividing the State into proportionate share areas and establishing individual farm proportionate shares from the allocation of 33,963 acres established for Utah by the determination. Copies of these bases and procedures are available for public inspection at the office of such committee at 222 S.W. Temple Street, Salt Lake City, Utah, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Utah. These bases and procedures incorporate the following:

§ 850.101 Utah.

(a) *Proportionate share areas.* Utah shall be divided into six proportionate share areas as served by beet sugar companies. These areas shall be designated as follows: Garland, West Jordan-Gunnison, Cache, Ogden, Layton, and Holly. Acreage allotments for these areas shall be computed on the basis of the average accredited acreage for the crop years 1955 through 1958 for each area, as a measure of "past production" and "ability to produce" sugar beets, with pro rata adjustments to the State allocation of 33,963 acres. Acreage allotments computed as aforestated are established as follows: Garland Area—8,019 acres; West Jordan-Gunnison Area—15,472 acres; Cache Area—4,216 acres; Ogden Area—2,401 acres; Layton Area—3,032 acres; and Holly Area—823 acres.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from area allotments as follows: For new producers: Garland Area—80.2 acres, West Jordan-Gunnison Area—234 acres, Cache Area—135.5 acres, Ogden Area—31.5 acres, Layton Area—46.5 acres, and Holly Area—8.3 acres; for appeals: Garland Area—80.2 acres, West Jordan-Gunnison Area—155 acres, Cache Area—42.2 acres, Ogden Area—24 acres, Layton Area—31 acres, and Holly Area—8.3 acres; for making adjustments in initial shares: Garland Area—51.2 acres, West Jordan-Gunnison Area—0 acres, Cache Area—77.2 acres, Ogden Area—258.3 acres, Layton Area—0 acres, and Holly Area—10 acres.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date, for such filing as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed as provided in § 850.99, a fully-completed Form SU-100 shall be filed by March 31, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed Form SU-100 by such dates because of absence, illness or other reasons beyond his control, and provided further, that requests may be accepted generally by the State Committee after such date if acreage is available within the area allotment.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by four the total accredited acreage of sugar beets for the farm during the crop years 1955 through 1958, except that for any such farm for which a new-producer share was established for the 1956, 1957 or 1958 crop, the farm base shall be the larger of the 1955–58 average accredited acreage or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* For each proportionate share area, the total of individual farm bases for old-producer farms, as established pursuant to this paragraph (d) is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from the farm bases in each proportionate share area as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with the requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for each area shall be as follows: Garland Area—1.08; West Jordan-Gunnison Area—1.45; Cache Area—1.35; Ogden Area—1.00; Layton Area—1.40; and Holly Area—1.30.

(3) *Adjustments in initial shares.* Within the acreage available from the set-aside for adjustments (in all areas except the West Jordan-Gunnison Area and the Layton Area), and from acreage of initial shares in excess of requested acreages in each proportionate share area, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, crop rotation, availability of irrigation water, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers in each proportionate share area, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 5.0-acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water (where irrigation is used), adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. Preference shall be given by establishing shares (not limited to the minimum as established above) for farms whose operators have had significant previous sugar beet production experience, and minimum new-producer shares shall be established for all well-qualified applicants, except in cases where smaller shares were requested.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused in each proportionate share area, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99, applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms in any county, together with acreage prorated to the county by the ASC State Committee from unused set-asides of acreage or from other sources of unused acreage, shall first be made available to increase proportionate shares for other farms in such county having ability to utilize additional acreage. Any such acreage remaining unused in the county shall then be prorated by the ASC State Committee to other counties in the area with farms capable of utilizing more proportionate share acreage, and if such acreage is not utilized within such counties, it may be made available to other areas in the State wherein additional acreage may be used.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals, or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Utah State Committee for determining farm proportionate shares in Utah in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

Utah is divided into six areas, as has been done for the preceding four crops. Advisory committees, including grower and processor representatives, are utilized. In establishing proportionate shares for old-producer farms, the factors of "past production" and "ability to produce" sugar beets are measured by four-year average accredited acreages for the crop years 1955–58, except that a more favorable formula is applied to such farms which were new-producer farms in 1956–58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Five-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930 as amended; 7 U.S.C. Sup. 1131, 1132)

S. J. POSTMA,
Chairman, Agricultural Stabilization and Conservation Utah State Committee.

OCTOBER 12, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division Commodity Stabilization Service.

[F.R. Doc. 59-10902; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 4]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Ohio Proportionate Share Areas and Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Ohio State Committee has issued the bases and procedures for dividing the State into proportionate share areas and establishing individual farm proportionate shares from the allocation of 22,193 acres established for Ohio by the determination. Copies of these bases and procedures are available for public inspection at the office of such Committee at Room 211, Old Federal Building, Columbus, Ohio, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Ohio. These bases and procedures incorporate the following:

§ 850.103 **Ohio.**

(a) *Proportionate share areas.* Ohio shall be divided into two proportionate share areas or districts comprising the farms served by two beet sugar companies. These areas shall be designated "Northern Ohio District" and "Buckeye District", respectively. Acreage allotments for these districts shall be computed on the basis of the average accredited acreage for each district for the crops of 1955 through 1957 factored to the 1959 State allocation of 22,193 acres, with the 1958-crop allotment for each district constituting a floor for the effective allotment. This results in the following area acreage allocations: Northern Ohio District—15,663 acres; and Buckeye District—6,530 acres.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from district allotments as follows: Buckeye District—670 acres for new producers, 65 acres for appeals, and 603 acres for adjustments in initial shares; and Northern Ohio District—505 acres for new producers, 157 acres for appeals, and 1,446 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully completed Form SU-100 shall be filed by March 31, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the County Committee determines that in any such case the farm operator was prevented from filing a completed Form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by four the total accredited acreage of sugar beets for the farm during the crop years 1955 through 1958, except that for any such farm for which a new-producer share was established for the 1956, 1957 or 1958 crop, the farm base shall be the larger of the 1955–58 average accredited acreage, or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* For each proportionate share district, the total of individual farm bases for old-producer farms, as established pursuant to this paragraph (d), is less than the district allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from the farm bases in each proportionate share district as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the district allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for each district shall

be as follows: Northern Ohio District—1.00; and Buckeye District—1.00.

(3) *Adjustments in initial shares.* Within the acreage available from the set-aside for adjustments, and from acreage of initial shares in excess of requested acreages in each proportionate share district, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the district by taking into consideration availability and suitabilty of land, area of available fields, crop rotation, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers in each proportionate share district, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 5.0-acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. In the consideration of the availability of such facilities, the combined costs of the producer and the processor for transporting beets from the farm to the nearest beet sugar factory, within broad rate limits, may be taken into account. On the basis of such considerations, an equitable share shall be established for each farm for which a new-producer share was requested, with 5.0 acres as the minimum acreage.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused in each proportionate share area, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99 applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms in any county shall be reported to the ASC State Committee. Acreages so reported in a district, together with available acreages from unused set-asides or from other sources of unused acreage, shall be prorated insofar as practicable, on the basis of established shares, to farms in the district whereon additional acreage may be used. Any such acreage remaining unused in the district shall then be available for allocation by such committee to the other district if farms located therein are capable of utilizing more proportionate share acreage.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Ohio State Committee for determining farm proportionate shares in Ohio in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

Ohio is divided into two areas, as has been done for the preceding four crops. Advisory committees, including grower and processor representatives, are utilized. In establishing proportionate shares for old producers, the factors of "past production" and "ability to produce" sugar beets are measured by four-year average accredited acreages for the crop years 1955-58, except that a more favorable formula is applied to such farms which were new-producer farms in 1956-58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Five-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Supp. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Supp. 1131, 1132)

TED E. RUPERT,
Chairman, Agricultural Stabilization and Conservation Ohio State Committee.

OCTOBER 6, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10899; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 5]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Wisconsin Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Wisconsin State Committee has issued the bases and procedures for establishing individual farm proportionate shares from an allocation totalling 8,634 acres, as established for Wisconsin under the determination. Copies of these bases and procedures are available for public inspection at the office of such committee at 3010 East Washington Avenue, Madison, Wisconsin, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Wisconsin. These bases and procedures incorporate the following:

§ 850.104 Wisconsin.

(a) *Proportionate share area.* In the establishment of individual farm proportionate shares the State shall be deemed to be one allotment area.

(b) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully-completed form SU-100 shall be filed by April 14, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness, or other reasons beyond his control.

(c) *Establishment of individual farm proportionate shares.* Inasmuch as the total acreages requested by old producers and potential new producers by the closing date of February 13, 1959, are significantly less than 8,634 acres, the set-asides of acreage for new producers and appeals, the establishment of individual farm bases for old producers, the factoring of such bases to establish initial shares, for old producers, the adjustment of initial shares, and the establishment of new-producer shares through the consideration of specific factors are unnecessary and the shares for both old and new producers shall be established so as to coincide with the requested acreages.

(d) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms shall be reported to the ASC State Committee. Acreages so reported shall be pro-rated insofar as practicable to farms in the area on which it may develop subsequently that additional acreages can be used.

(e) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop. In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(f) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(g) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agriculture Stabilization and Conservation Wisconsin State Committee for determining farm proportionate shares in Wisconsin in accordance with the determination of proportionate shares for the 1959 crop of sugar beets as issued by the Secretary of Agriculture.

The total acreage requested as proportionate shares within the State by the closing date for filing requests is smaller than the State allocation. This situation makes unnecessary the carrying out of detailed procedure which would otherwise be required. It is unnecessary to make set-asides of acreage for new producers and appeals, to apply a specific formula in computing farm shares, and to make adjustments in farm shares to reflect ability to produce. Accordingly, this supplement provides for the initial distribution of acreage within the State allocation on the basis of requested acreages and it also provides for the subsequent distribution of unused acreages.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Supp. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Supp. 1131, 1132)

LAUREL L. BEHNKE,
Chairman, Agricultural Stabilization and Conservation Wisconsin State Committee.

OCTOBER 23, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10903; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 6]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

North Dakota Proportionate Share Areas and Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation North Dakota State Committee has issued the bases and procedures for dividing the State into proportionate share areas and establishing individual farm proportionate shares from the allocation of 38,637 acres established for North Dakota by the determination. Copies of these bases and procedures are available for public inspection at the office of such Committee at 304 de Lendrecie Building, Fargo, North Dakota, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of North Dakota. These bases and procedures incorporate the following:

§ 850.105 North Dakota.

(a) *Proportionate share areas.* North Dakota shall be divided into two proportionate share areas comprising the separate sugar beet producing regions of the State, one of which is served by the American Crystal Sugar Company and the other by the Holly Sugar Corporation. These areas shall be designated the "Eastern Area" and the "Western Area", respectively. Acreage allotments for these areas shall be computed by applying to the State allocation the percentages that the average accredited acreages for such areas for the crop years 1956-58 are of the average accredited acreage for the State for the same period. Acreage allotments computed as aforestated are established as follows: Eastern Area—34,303 acres and Western Area—4,334 acres.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from area allotments as follows: Eastern Area—172 acres for new producers, 171 acres for small producers, 343 acres for appeals and 139 acres for adjustments in initial shares; Western Area—22 acres for new producers, 21 acres for small producers, 43 acres for appeals and 12.2 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, a fully-completed Form SU-100 shall be filed by March 31, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the county committee determines that in any such case the farm operator was prevented from filing a completed Form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases*—(i) *Western area.* For each old-producer farm, a farm base shall be determined by dividing by three the total accredited acreage of sugar beets for the farm during the crop years 1956 through 1958, except that for any such farm for which a new-producer share was established for the 1957 or 1958 crop, the farm base shall be the larger of the 1956-58 average accredited acreage for the farm, or the 1958-crop accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(ii) *Eastern area.* If the 1959 operator is a tenant having a personal accredited acreage record within such area for the crop years 1956 through 1958, the base shall be the larger of the result of dividing by three his total personal accredited acreage record for the years 1956 through 1958 or the result of dividing by three the 1956 through 1958 accredited acreage record of the farm he will operate in 1959, except that the 1956 through 1958 accredited acreage record for the farm shall be limited to the landowner's share of the crops if a former tenant on such farm is given credit for personal history acquired on such farms during the base period for the purpose of computing a proportionate share for another farm he will be operating in 1959. However, notwithstanding the provisions of the preceding sentence, if the 1959 operator is a tenant who was the operator of a farm at the time a new-producer share was established for it in 1957 or 1958, the 1959 farm base shall be the larger of the acreage resulting from dividing by three the total personal accredited acreage of such tenant for the years 1956-58; the 1958-crop accredited acreage of the farm operated by him in 1958 but not to exceed the 1958-crop share established for such farm; or the landowner's share of the sugar beet acreage grown during the base period on the farm which such tenant will operate in 1959. If the 1959 operator is the owner-operator of a farm for which a new-producer share was established while operated by such owner-operator in 1957 or 1958, the 1959 farm base shall be the larger of the acreage resulting from dividing by three the total accredited acreage record of the farm for the years 1957 and 1958 or the 1958-crop accredited acreage of the farm but not to exceed the 1958-crop share established for the farm. If the operator is a tenant without a personal accredited acreage record in the crop years 1956 through 1958, or is the owner of the farm, the 1959 base shall be determined by dividing by three that portion of the total accredited acreage record of such farm for the crop years 1956 through 1958 which represents the farm owner's share of such acreage, except that if a former personal history tenant on such farm during the crop years 1956 through 1958 does not claim any of the farm history as personal history, the owner or tenant without personal history shall be credited with 100 percent of the farm history. The landowner's share of sugar beet acreage grown on cash-rented land shall be deemed to be zero.

(2) *Initial proportionate shares.* For each proportionate share area, the total of individual farm bases for old-producer farms, as established pursuant to this paragraph is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from the farm bases in each proportionate share area as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for each area shall be as follows: Eastern Area—1.0055; and Western Area—1.000.

(3) *Adjustments in initial shares.* Within the acreage available from the set-aside for adjustments, and from acreage of initial shares in excess of requested acreages in each proportionate share area, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, availability of irrigation water (where irrigation is used), adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator. All of the acreage set aside for increasing the shares for all farms in the area for which the relatively smallest shares would otherwise be established, pursuant to paragraph (b) of this section, shall be used in increasing such shares to 31.4 acres in the Eastern area and 15.1 acres in the Western area, the highest common acreage level attainable for all such farms by the full use of such set-asides. These levels were determined on the basis of the acreages set aside, the size of proportionate shares for small farms and sugar beet operations of small producers in each allotment area.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers in each proportionate share area, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 40.0-acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share in the Eastern area and 11.0 acres in the Western area. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water (where irrigation is used), adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. Preference shall be given by establishing shares for farms whose operators have had significant previous sugar beet production experience, and minimum new-producer shares shall be established for all well-qualified applicants.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused in each proportionate share area, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99 applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms in any county shall be reported to the ASC State Committee. Acreages so reported in an area together with available acreages from unused set-asides or from other sources of unused acreage, shall be prorated insofar as practicable, on the basis of established shares, to farms in the area whereon additional acreage may be used. Any such acreage remaining unused in the area shall then be available for allocation by such committee to the other area if farms located therein are capable of utilizing more proportionate share acreage.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation North Dakota State Committee for determining farm proportionate shares in North Dakota in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

North Dakota is divided into two areas, as has been done for the preceding four crops. Advisory committees, including grower and processor representatives, are utilized. In establishing proportionate shares for old producers, the factors of "past production" and "ability to produce" sugar beets are measured by three-year average accredited acreages for the crop years 1956-58, except that a more favorable formula is applied to such farms which were new-producer farms in 1957-58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Forty-acre shares are determined to be minimum economic units for new-producer farms in the Eastern area and eleven acres in the Western area.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Supp. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Supp. 1131, 1132)

CLARENCE P. ANDERSON,
Chairman, Agricultural Stabilization and Conservation North Dakota State Committee.

OCTOBER 12, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10898; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 7]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Nevada Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Nevada State Committee has issued the bases and procedures for establishing individual farm proportionate shares from the allocation of 550 acres established for Nevada by the Determination. Copies of these bases and procedures are available for public inspection at the office of the Agricultural Stabilization and Conservation Committee for Churchill County, in the Federal Building, Fallon, Nevada. These bases and procedures incorporate the following:

§ 850.106 Nevada.

(a) *Proportionate share area.* In the establishment of individual farm proportionate shares, the State shall be deemed to be one allotment area.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from the State acreage allocation as follows: 30 acres for new producers, 10 acres for appeals, and 0 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date, for such filing as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed as provided in § 850.99, a fully completed Form SU-100 shall be filed by April 14, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed Form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by three the total accredited acreage of sugar beets for the farm during the crop years 1956 through 1958, except that for any such farm for which a new-producer share was established for the 1957 or 1958 crop, the farm base shall be the larger of the 1956–58 average accredited acreage or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* The total of individual farm bases for old-producer farms in the State, as established pursuant to this paragraph, is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from farm bases as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with the requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for the area shall be 2.7255.

(3) *Adjustments in initial shares.* From acreages of initial shares in excess of requested acreages, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, crop rotation, availability of irrigation water, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 10.0 acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water, adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. Shares shall be established for all well-qualified applicants, with 10.0 acres as the minimum share.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99, applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage, together with acreage from unused set-asides or from other sources of unused acreage, shall be made available to increase proportionate shares for farms in the area having ability to utilize additional acreage.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals, or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Nevada State Committee for determining farm proportionate shares in Nevada in accordance with the determination of proportionate shares for the 1959 crop of sugar beets as issued by the Secretary of Agriculture.

Informal relationships are maintained with grower and processor representatives. In establishing proportionate shares for old producers, the factors of "past production" and "ability to produce" sugar beets are measured by the average accredited acreages for the crop years 1956–58 for farms, except that a more favorable formula is applied to such farms which were new-producer farms in 1957–58. The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Ten-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930 as amended; 7 U.S.C. Sup. 1131, 1132)

RUDOLPH H. SCHWARTZ,
Chairman, Agricultural Stabilization and Conservation Nevada State Committee.

OCTOBER 17, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division Commodity Stabilization Service.

[F.R. Doc. 59-10897; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 9]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Texas Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799, 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Texas State Committee has issued the bases and procedures for establishing individual farm proportionate shares from the allocation of 1,781 acres established for Texas by the determination. Copies of these bases and procedures are available for public inspection at the office of such committee at the U.S.D.A. Building, College Station, Texas, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Texas. These bases and procedures incorporate the following:

§ 850.108 Texas.

(a) *Proportionate share areas.* In the establishment of individual farm proportionate shares, the State shall be deemed to be one allotment area.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from the State acreage allocation as follows: 36 acres for new producers, 18 acres for appeals, and 100 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU–100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date, for such filing as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed as provided in § 850.99, a fully-completed Form SU–100 shall be filed by March 24, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed Form SU–100 by such dates because of absence, illness, or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by four the total accredited acreage of sugar beets for the farm during the crop years 1955 through 1958, except that for any such farm for which a new-producer share was established for the 1956, 1957, or 1958 crop, the farm base shall be the larger of the 1955–58 average accredited acreage or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* The total of individual farm bases for old-producer farms in the State, as established pursuant to this paragraph, is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from farm bases as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with the requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for the area shall be 1.038.

(3) *Adjustments in initial shares.* Within the acreage available from the set-asides for adjustments and from acreage of initial shares in excess of requested acreages, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, availability of irrigation water, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 3.0-acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water, the production experience of the operator, and the availability of production and marketing facilities. Shares shall be established for all well-qualified applicants, with 3.0 acres as the minimum share.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99, applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage, together with acreage from unused set-asides or from other sources of unused acreage, shall be made available to increase proportionate shares for farms in the area having ability to utilize additional acreage.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU–103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals, or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU–103–A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU–103–B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Texas State Committee for determining farm proportionate shares in Texas in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

Advisory committees, including grower and processor representatives, are utilized. In establishing proportionate shares for old-producer farms, the factors of "past production" and "ability to produce" sugar beets are measured by four-year average accredited acreages for the crop years 1955–58, except that a more favorable formula is applied to such farms which were new-producer farms in 1956–58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Three-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930 as amended; 7 U.S.C. Sup. 1131, 1132)

SEARCY M. FERGUSON,
Chairman, Agricultural Stabilization and Conservation Texas State Committee.

OCTOBER 19, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10901; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 10]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Iowa Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Iowa State Committee has issued the bases and procedures for establishing individual farm proportionate shares from the allocation of 1,346 acres established for Iowa by the determination. Copies of these bases and procedures are available for public inspection at the office of such Committee at the Iowa Building, 505 Sixth Avenue, Des Moines, Iowa, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Iowa. These bases and procedures incorporate the following:

§ 850.109 Iowa.

(a) *Proportionate share areas.* In the establishment of individual farm proportionate shares, the State shall be deemed to be one allotment area.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from the State acreage allocation as follows: 163.0 acres for new producers, 14.8 acres for appeals, and 0 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully-completed Form SU-100 shall be filed by April 28, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the County Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by three the total accredited acreage of sugar beets for the farm during the crop years 1956 through 1958, except that for any such farm for which a new-producer share was established for the 1957 or 1958 crop, the farm base shall be the larger of the 1956–58 average accredited acreage, or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* The total of individual farm bases for old-producer farms in the State, as established pursuant to this paragraph, is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from farm bases as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for the area shall be 1.0.

(3) *Adjustments in initial shares.* From acreage of initial shares in excess of requested acreages, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, crop rotation, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99.) The State Committee has determined that a 15.0 acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. In the consideration of the availability of such facilities, the combined costs of the producer and the processor for transporting beets from the farm to the nearest beet sugar factory, within broad rate limits, may be taken into account. Shares shall be established for all applicants, with 15.0 acres as the minimum share.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99 applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage shall be reported to the ASC State Committee. Acreages so reported together with available acreages from unused set-asides or from other sources of unused acreage, shall be prorated insofar as practicable, on the basis of established shares, to farms in the area whereon additional acreage may be used.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals, or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Iowa State Committee for determining farm proportionate shares in Iowa in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

In establishing proportionate shares for old producers, the factors of "past production" and "ability to produce" sugar beets are measured by three-year average accredited acreages for the crop years 1956–58, except that a more favorable formula is applied to such farms which were new-producer farms in 1957–58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Fifteen-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Sup. 1131, 1132)

JOSEPH F. CARBER,
Chairman, Agricultural Stabilization and Conservation Iowa State Committee.

OCTOBER 14, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10895; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 11]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Montana Proportionate Share Areas and Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Montana State Committee has issued the bases and procedures for dividing the State into proportionate share areas and establishing individual farm proportionate shares from the allocation of 56,470 acres established for Montana by the determination. Copies of these bases and procedures are available for public inspection at the office of such Committee at 211 North Grand Avenue, Bozeman, Montana, and at the Office of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Montana. These bases and procedures incorporated the following:

§ 850.110 Montana.

(a) *Proportionate share areas.* Montana shall be divided into three proportionate share areas comprising the parts of the State as served by the beet sugar companies. These areas shall be designated American Crystal Area, Great Western Area, and Holly Area. Acreage allotments for these areas shall be computed on the basis of the average accredited acreage for the crop years 1955 through 1958 for each area as a measure of "past production" and "ability to produce" sugar beets, with pro rata adjustments to the State allocation of 56,470 acres. This results in the following area acreage allocations: American Crystal—5,104 acres; Great Western Area—26,857 acres; and Holly Area—24,509 acres.

(b) *Set-asides of acreage.* Set-asides of acreage shall be made from area allotments as follows: American Crystal Area—51 acres for new producers, 51 acres for appeals, and 0 acres for adjustments in initial shares; Great Western Area—143 acres for new producers, 126 acres for small producers, 269 acres for appeals, and 0 acres for adjustments in initial shares; and Holly Area—123 acres for new producers, 122 acres for small producers, 245 acres for appeals, and 0 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully-completed form SU-100 shall be filed by March 31, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by dividing by four the total accredited acreage for sugar beets for the farm during the crop years 1955 through 1958, except that for any such farm for which a new-producer share was established for the 1956, 1957, or 1958 crop, the farm base shall be the larger of the 1955-58 average accredited acreage, or the 1958 accredited acreage for the farm but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* For each proportionate share area, the total of individual farm bases for old-producer farms, as established pursuant to this paragraph is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from the farm bases in each proportionate share area as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for each area shall be as follows: American Crystal Area—1.145; Great Western Area—1.085; and Holly Area—1.035.

(3) *Adjustments in initial shares.* From acreage of initial shares in excess of requested acreages in each proportionate share area, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, crop rotation, availability of irrigation water, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator. All of the acreage set aside, pursuant to paragraph (b) of this section, for increasing the shares for all farms in the area for which the relatively smallest shares would otherwise be established, shall be used in increasing such shares to 10.0 acres in the Great Western Area and 8.7 acres in the Holly Area, the highest common acreage level attainable for all such farms by the full use of such set asides. These levels were determined on the basis of the acreages set aside, the size of proportionate shares for small farms and sugar beet operations of small producers in each allotment area.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers in each proportionate share area, proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 10.0 acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water (where irrigation is used), adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. In the consideration of the availability of such facilities, the combined costs of the producer and the processor for transporting beets from the farm to the nearest beet sugar factory, within broad rate limits, may be taken into account. Preference shall be given by establishing shares (not limited to the minimum as established above) for farms whose operators have had significant previous sugar beet production experience, and if there is insufficient acreage to establish shares in minimum economic units for all of them, the selection shall be made by lot. If acreage is available for establishing shares for well-qualified applicants, but not for all of them, selections shall be made by lot.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused in each proportionate share area, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99, applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms in any county shall be reported to the ASC State Committee. Acreages so reported in an area, together with available acreages from unused set-asides or from other sources of unused acreage, shall be prorated insofar as practicable, on the basis of established shares, to farms in the area whereon additional acreage may be used. Any such acreage remaining unused in the area shall then be available for allocation by such committee to the other areas if farms located therein are capable of utilizing more proportionate share acreage.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on form SU-103, Notice of Farm Proportionate share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Montana State Committee for determining farm proportionate shares in Montana in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

Montana is divided into three areas, as has been done for the preceding four crops. Advisory committees, including grower and processor representatives, are utilized. In establishing proportionate shares for old-producer farms, the factors of "past production" and "ability to produce" sugar beets are measured by four-year average accredited acreages for the crop years 1955–58 except that a more favorable formula is applied to such farms which were new-producer farms in 1956–58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Ten-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals, are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Sup. 1131, 1132)

K. E. STURGIS,
Chairman, Agricultural Stabilization and Conservation Montana State Committee.

OCTOBER 26, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10896; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 13]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

South Dakota Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation South Dakota State Committee has issued the bases and procedures for establishing individual farm proportionate shares from the allocation of 5,970 acres established for South Dakota by the determination. Copies of these bases and procedures are available for public inspection at the office of such committee at 239 Wisconsin Street SW., Huron, South Dakota, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of South Dakota. These bases and porcedures incorporate the following:

§ 850.112 South Dakota.

(a) *Proportionate share areas.* In the establishment of individual farm proportionate shares, the State shall be deemed to be one allotment area.

(b) *Set-asides of acreage.* Set-asides of acreage allocation shall be made from the State acreage allocation as follows: 179 acres for new producers, 60 acres for appeals, and 0 acres for adjustments in initial shares.

(c) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully completed Form SU-100 shall be filed by April 14, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the County Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(d) *Establishment of individual proportionate shares for old-producer farms*—(1) *Farm bases.* For each old-producer farm, a farm base shall be determined by multiplying by .3333 the total accredited acreage of sugar beets for the farm during the crop years 1956 through 1958, except that for any such farm for which a new-producer share was established for the 1957 or 1958 crop, the farm base shall be the larger of the 1956–58 average accredited acreage, or the 1958 accredited acreage for the farm, but not in excess of the 1958 established share for the farm.

(2) *Initial proportionate shares.* The total of individual farm bases for old-producer farms in the State, as established pursuant to this paragraph, is less than the area allotment minus the set-asides of acreage established under paragraph (b) of this section. Accordingly, initial proportionate shares shall be established from farm bases as follows: For farms for which respective requested acreages are equal to or less than their farm bases, the initial shares shall coincide with requested acreages; and for all other farms, initial shares shall be computed by prorating to such farms in accordance with their respective bases, the area allotment less the prescribed set-asides and the total of the initial shares established in accordance with the preceding part of this subparagraph. The proration factor for the area shall be 1.152.

(3) *Adjustments in initial shares.* From acreage of initial shares in excess of requested acreages, adjustments shall be made in initial farm proportionate shares for old producers so as to establish a proportionate share for each farm which is fair and equitable as compared with proportionate shares for all other farms in the area by taking into consideration availability and suitability of land, area of available fields, crop rotation, availability of irrigation water, adequacy of drainage, availability of production and marketing facilities, and the production experience of the operator.

(e) *Establishment of individual proportionate shares for new-producer farms.* Within the acreage set aside for new producers proportionate shares shall be established in an equitable manner for farms to be operated during the 1959-crop year by new producers (as defined in § 850.99). The State Committee has determined that a 15.0-acre share is the minimum acreage which is economically feasible to plant as a new-producer farm share. In determining whether a farm for which a request is filed for a new-producer share may qualify for such a share, and to assist in establishing new-producer shares which are fair and equitable as to relative size among qualified farms, the State Committee shall take into consideration availability and suitability of land, availability of irrigation water, adequacy of drainage, the production experience of the operator, and the availability of production and marketing facilities. In the consideration of the availability of such facilities, the combined costs of the producer and the processor for transporting beets from the farm to the nearest beet sugar factory, within broad rate limits, may be taken into account. Preference shall be given by establishing shares (not limited to the minimum as established above) for farms whose operators have had significant previous sugar beet production experience, and minimum new-producer shares shall be established for all well-qualified applicants.

(f) *Adjustments under appeals.* Within the acreage set aside for making adjustments under appeals and any other acreage remaining unused, adjustments shall be made in proportionate shares under appeals to establish fair and equitable farm shares in accordance with the provisions of § 850.99 applicable to appeals.

(g) *Adjustments because of unused acreage.* Any acreage released by producers prior to April 1, 1959, shall be used by the ASC State Committee to increase small proportionate shares (less than 15 acres) to shares of 15 acres for producers indicating a desire for additional acreage. Any additional acreage released or made available from unused set-asides and other sources shall be used by the ASC State Committee to increase proportionate shares for other farms in the area having ability to utilize additional acreage.

(h) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop, even if the acreage established is "none". In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a Form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(i) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(j) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation South Dakota State Committee for determining farm proportionate shares in South Dakota in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

Advisory committees, including grower and processor representatives, are utilized. In establishing proportionate shares for old producers, the factors of "past production" and "ability to produce" sugar beets are measured by three-year average accredited acreages for the crop years 1956-58, except that a more favorable formula is applied to such farms which were new-producer farms in 1957-58.

The procedure for establishing farm shares for new producers meets the related requirements of § 850.99. Fifteen-acre shares are determined to be minimum economic units for new-producer farms.

The bases and procedures for making adjustments in initial proportionate shares and for adjusting shares subsequently because of unused acreage and appeals are designed to provide a fair and equitable proportionate share for each farm of the total acreage of sugar beets required to enable the domestic beet sugar area to meet its quota and provide a normal carryover inventory.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Sup. 1131, 1132)

CARL J. SCHAEFER,
Chairman, Agricultural Stabilization and Conservation South Dakota State Committee.

OCTOBER 6, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10900; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 14]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Illinois Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799; 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Illinois State Committee has issued the bases and procedures for establishing individual farm proportionate shares from the allocation of 1,978 acres established for Illinois by the determination. Copies of these bases and procedures are available for public inspection at the office of such committee at Room 232, U.S. Post Office and Court House, Springfield, Illinois, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Illinois. These bases and procedures incorporate the following:

§ 850.113 Illinois.

(a) *Proportionate share areas.* In the establishment of individual farm proportionate shares the State shall be deemed to be one allotment area.

(b) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, as provided in § 850.99, a fully completed form SU-100 shall be filed by May 12, 1959. However, requests for proportionate shares may be accepted after such dates and shares may be established if the State Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(c) *Establishment of individual farm proportionate shares.* Inasmuch as the total acreages requested by old producers and potential new producers by the closing date of March 13, 1959, are significantly less than 1,978 acres, the set-asides of acreage for new producers and appeals, the establishment of individual farm bases for old producers, the factoring of such bases to establish initial shares for old producers, the adjustment of initial shares, and the establishment of new-producer shares through the consideration of specific factors are unnecessary and the shares for both old and new producers shall be established so as to coincide with the requested acreages.

(d) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage on farms shall be reported to the ASC State Committee. Acreages so reported shall be pro-rated insofar as practicable to farms in the area on which it may develop subsequently that additional acreages can be used.

(e) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop. In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(f) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(g) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Illinois State Committee for determining farm proportionate shares in Illinois in accordance with the determination of proportionate shares for the 1959 crop of sugar beets, as issued by the Secretary of Agriculture.

The total acreage requested as proportionate shares within the State by the closing date for filing requests is smaller than the State allocation. This situation makes unnecessary the carrying out of detailed procedure which would otherwise be required. It is unnecessary to make set-asides of acreage for new producers and appeals, to apply a specific formula in computing farm shares, and to make adjustments in farm shares to reflect ability to produce. Accordingly, this supplement provides for the initial distribution of acreage within the State allocation on the basis of requested acreages and it also provides for the subsequent distribution of unused acreages.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies secs. 301, 302, 61 Stat. 929, 930 as amended; 7 U.S.C. Sup. 1131, 1132)

LEE C. THOMPSON,
Chairman, Agricultural Stabilization and Conservation Illinois State Committee.

OCTOBER 9, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10893; Filed, Dec. 22, 1959; 8:51 a.m.]

[Sugar Determination 850.99, as amended, Supp. 15]

PART 850—DOMESTIC BEET SUGAR PRODUCING AREA

Indiana Farm Proportionate Shares for the 1959 Crop

Pursuant to the provisions of the Determination of Proportionate Shares for Farms in the Domestic Beet Sugar Area, 1959 Crop (23 F.R. 7799, 24 F.R. 84, 9707), the Agricultural Stabilization and Conservation Indiana State Committee has issued the bases and procedures for establishing individual farm proportionate shares from the allocation of 41 acres established for Indiana by the determination. Copies of these bases and procedures are available for public inspection at the office of such committee at Room 516, Park Building, 611 N. Park Avenue, Indianapolis, Indiana, and at the offices of the Agricultural Stabilization and Conservation Committees in the sugar beet producing counties of Indiana. These bases and procedures incorporate the following:

§ 850.114 Indiana.

(a) *Proportionate share areas.* In the establishment of individual farm proportionate shares, the State shall be deemed to be one allotment area.

(b) *Requests for proportionate shares.* A request for each farm proportionate share shall be filed at the local ASC County Office on Form SU-100, Request for Sugar Beet Proportionate Share, under the conditions, and on or before the closing date for such filing, as provided in § 850.99. If a preliminary request for a tentative farm proportionate share is filed, a fully-completed Form SU-100 shall be filed by May 2, 1959, before a proportionate share may be established for the farm. However, requests for proportionate shares may be accepted after such dates and shares may be established if the County Committee determines that in any such case the farm operator was prevented from filing a completed form SU-100 by such dates because of absence, illness or other reasons beyond his control.

(c) *Establishment of individual farm proportionate shares.* Inasmuch as the total acreages requested by old producers and potential new producers by the closing date of March 13, 1959, are significantly less than the 41 acres, the set-asides of acreage for new producers and appeals, the establishment of individual farm bases for old producers, the factoring of such bases to establish initial shares for old producers, the adjustment of initial shares, and the establishment of new-producer shares through the consideration of specific factors are unnecessary and the shares for both old and new producers shall be established so as to coincide with the requested acreages.

(d) *Adjustments because of unused acreage.* Any acreage made available during the 1959-crop season by underplanting or failure to plant proportionate share acreage shall be prorated insofar as practicable to farms in the area on which it may develop subsequently that additional acreages can be used.

(e) *Notification of farm operators.* The farm operator shall be notified concerning the proportionate share established for his farm on Form SU-103, Notice of Farm Proportionate Share—1959 Sugar Beet Crop. In each case of approved adjustment, whether resulting from the release of acreage, the redistribution of unused acreage, appeals or the reconstitution of the farm, the farm operator shall be notified regarding the adjusted proportionate share on a form SU-103-A or other similar written notice. For each tentative proportionate share which is established, the person filing the request for such share shall be notified on a Form SU-103-B specifying that such tentative share does not constitute a farm proportionate share for the purpose of payment under the Sugar Act of 1948, as amended.

(f) *Redetermination of proportionate share.* The proportionate share determined for any farm which is subdivided into, combined with, or becomes a part of another farm or farms shall be redetermined as provided in § 850.99.

(g) *Determination provisions prevail.* The bases and procedures set forth in this section are issued in accordance with and subject to the provisions of § 850.99.

STATEMENT OF BASES AND CONSIDERATIONS

This supplement sets forth the bases and procedures established by the Agricultural Stabilization and Conservation Indiana State Committee for determining farm proportionate shares in Indiana in accordance with the determination of proportionate shares for the 1959 crop of sugar beets as issued by the Secretary of Agriculture.

The total acreage requested as proportionate shares within the State by the closing date for filing requests is smaller than the State allocation. This situation makes unnecessary the carrying out of detailed procedure which would otherwise be required. It is unnecessary to make set-asides of acreage for new producers and appeals, to apply a specific formula in computing farm shares, and to make adjustments in farm shares to reflect ability to produce. Accordingly, this supplement provides for the initial distribution of acreage within the State allocation on the basis of requested acreage and it also provides for the subsequent distribution of unused acreages.

(Sec. 403, 61 Stat. 932; 7 U.S.C. Sup. 1153. Interprets or applies sec. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. Sup. 1131, 1132)

MORRIS K. DERRICK,
Chairman, Agriculture Stabilization and Conservation Indiana State Committee.

OCTOBER 9, 1959.

Approved: December 15, 1959.

LAWRENCE MYERS,
Director, Sugar Division, Commodity Stabilization Service.

[F.R. Doc. 59-10894; Filed, Dec. 22, 1959; 8:51 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Navel Orange Reg. 175, Amdt. 1]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

Findings. 1. Pursuant to the marketing agreement, as amended, and

Order No. 14, as amended (7 CFR Part 914), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges as hereinafter provided will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restrictions on the handling of navel oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b)(1) (i) and (ii) of § 914.475 (Navel Orange Regulation 175 24 F.R. 10056) are hereby amended to read as follows:

(i) District 1: 650,000 cartons;
(ii) District 2: 156,470 cartons.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: December 18, 1959.

S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 59-10871; Filed, Dec. 22, 1959; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-WA-401; Amdt. 164]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Modification of Control Area Extension

The purpose of this amendment to § 601.1127 of the Regulations of the Administrator is to modify the Pasco, Wash., control area extension.

The above action is necessary in order to substitute VOR Federal airway No. 281 for VOR Federal airway No. 112 in the description of the Pasco control area extension as Victor 112 has been revoked in the vicinity of Pasco. Such action will result in Victor 281 being substituted for Victor 112 in the description of the Pasco control area extension. The airspace encompassed by this modification is essentially the same as that presently designated.

Since this amendment imposes no additional burden on the public, compliance with the Notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 601.1127 (14 CFR, 1958 Supp., 601.1127) is amended as follows:

In the text of § 601.1127 *Control area extension (Pasco, Wash.)*, delete "VOR Federal airway No. 112" and substitute therefor "VOR Federal airway No. 281".

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

This amendment shall become effective 0001 e.s.t. February 11, 1960.

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10854; Filed, Dec. 22, 1959; 8:46 a.m.]

[Airspace Docket No. 59-WA-402; Amdt. 157]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Modification of Control Area Extension

The purpose of this amendment to § 601.1268 of the Regulations of the Administrator is to modify the Sioux Falls, S. Dak., control area extension.

The above action is necessary in order to substitute VOR Federal airway No. 148 for VOR Federal airway No. 80 wherever it appears in the description of the Sioux Falls control area extension as Victor 80 has been revoked in the vicinity of Sioux Falls. Such action will result in Victor 148 being substituted in the description of the Sioux Falls control area extension. The airspace encompassed by these modifications is essentially the same as that presently designated.

Since this amendment imposes no additional burden on the public, compliance with the Notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 601.1268 (14 CFR, 1958 Supp., 601.1268) is amended as follows:

In the text of § 601.1268 *Control area extension (Sioux Falls, S. Dak.)*, delete "VOR Federal airway No. 80" wherever it appears and substitute therefor "VOR Federal airway No. 148".

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

This amendment shall become effective 0001 e.s.t., February 11, 1960.

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10855; Filed, Dec. 22, 1959; 8:46 a.m.]

[Airspace Docket No. 59-WA-5; Amdt. 152]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Modification of Control Area Extension

The purpose of this amendment to § 601.1361 of the Regulations of the Administrator is to modify the Cotulla, Tex., control area extension.

The present Cotulla control area extension is designated within 5 miles either side of lines bearing 140° and 320° from the Cotulla radio beacon extending from VOR Federal airway No. 17 to a point 10 miles northwest of the radio beacon and within 5 miles either side of the 040° radial of the Cotulla VOR extending from the VOR to the perimeter of the San Antonio, Tex., control area extension. On February 12, 1959, Victor 17 was redesignated between Cotulla and San Antonio via the Cotulla VOR 041° and the San Antonio VOR 183° radials (24 F.R. 702). As a result, the control areas associated with Victor 17 duplicated the portion of the Cotulla control area extension five miles either side of the Cotulla VOR 040° radial. However, no change was made at that time in the Cotulla control area extension. The Federal Aviation Agency is now modifying the Cotulla control area extension by deleting the portion five miles either side of the Cotulla 040° radial and adding the airspace bounded on the west by VOR Federal airway No. 77, on the north by the San Antonio control area extension, and on the east by Victor 17. The Federal Aviation Agency is designating this additional airspace north of Cotulla as control area to provide controlled airspace for departures from Kelly AFB, San Antonio, Tex., proceeding to Cotulla via the Somerset, Tex., VOR. The additional airspace encompassed by this modification is approximately 190 square miles more than presently designated. Such action will result in the Cotulla control area extension being designated within five miles either side of lines bearing 140° and 320° from the Cotulla RBN extending from Victor 17 to a point ten miles northwest of the RBN and all that airspace north of the Cotulla VOR bounded on the west by Victor 77, on the north by the San Antonio control area extension, and on the east by Victor 17.

This action has been coordinated with the Army, the Navy, the Air Force, and interested civil aviation organizations. Accordingly, compliance with the Notice, and public procedures provisions of section 4 of the Administrative Procedure Act have, in effect, been complied with. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 601.1361 (14 CFR, 1958 Supp., 601.1361) is amended to read:

§ 601.1361 Control area extension (Cotulla, Tex.).

Within 5 miles either side of lines bearing 140° and 320° from the Cotulla, Tex., RBN extending from VOR Federal airway No. 17 to a point 10 miles NW of the RBN, and all that airspace N of the Cotulla VOR bounded on the W by VOR Federal airway No. 77, on the N by the San Antonio control area extension (601.1180), and on the E by VOR Federal airway No. 17.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

This amendment shall become effective 0001 e.s.t. February 11, 1960.

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10853; Filed, Dec. 22, 1959; 8:46 a.m.]

[Airspace Docket No. 59-HO-9, Amdt. 95]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Redesignation of a Reporting Point

The purpose of this amendment to § 601.7002 of the Regulations of the Administrator is to redesignate the Shark Intersection.

The Shark Intersection is presently designated as the intersection of the Koko Head, Hawaii, VOR 050° and the Upolu Point, Hawaii, VOR 355° radials. The minimum reception altitude at this intersection is 9,000 feet because of reception difficulties from the Upolu Point VOR. The Federal Aviation Agency is redesignating the Shark Intersection by substituting the Kahului, Hawaii, VOR 012° radial for the Upolu Point VOR 355° radial. This will provide a minimum reception altitude of 8,000 feet without changing the geographical location of the intersection. The change in minimum reception altitude from 9,000 to 8,000 feet will provide another altitude on Hawaiian VOR Federal airway No. 12 for use of non-pressurized aircraft entering the Hawaiian airways system from the continental United States. Such action will result in the Shark Intersection being designated as the intersection of the Koko Head VOR 050° and the Kahului VOR 012° radials.

Since this amendment imposes no additional burden on the public, compliance with the Notice, and public procedure provisions of section 4 of the Administrative Procedure Act is unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 601.7002 (14 CFR, 1958 Supp., 601.7002, 24 F.R. 2649) is amended as follows:

In the text of § 601.7002 *Hawaiian VOR reporting points*, Shark INT is amended to read: "Shark INT: The INT of the Koko Head, Hawaii, VOR 050° and the Kahului, Hawaii, VOR 012° radials."

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

This amendment shall become effective 0001 e.s.t. February 11, 1960.

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10852; Filed, Dec. 22, 1959; 8:46 a.m.]

[Airspace Docket No. 59-KC-35]
[Amdt. 136]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 167]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revocation of Federal Airway, Associated Control Areas and Designated Reporting Points

On October 2, 1959, a notice of proposed rule-making was published in the FEDERAL REGISTER (24 F.R. 7966) stating that the Federal Aviation Agency was considering an amendment to Parts 600 and 601 of the Regulations of the Administrator which would revoke Red Federal airway No. 81 and its associated control areas which extends from Lansing, Mich., to Detroit, Mich.

As stated in the Notice, Red 81 presently extends from Lansing, Mich., to Detroit, Mich. The Federal Aviation Agency IFR peak day survey during the period July 1, 1958, through June 30, 1959, showed no aircraft movements on this airway. On the basis of this survey, the retention of this airway and its associated control areas is unjustified as an assignment of airspace and the revocation thereof is in the public interest. Coincident with this action, § 601.4281, relating to the reporting points for this airway, is being revoked.

No comments were received regarding the proposed amendments.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) Parts 600 and 601 (14 CFR, 1958 Supp., Parts 600, 601) are amended as follows:

1. Section 600.281 *Red Federal airway No. 81 (Lansing, Mich., to Detroit, Mich.)* is revoked.

2. Section 601.281 *Red Federal airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.)* is revoked.

3. Section 601.4281 *Red Federal airway No. 81 (Lansing, Mich., to Detroit, Mich.)* is revoked.

(Secs. 307(a), 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

These amendments shall become effective 0001 e.s.t., February 11, 1960.

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10856; Filed, Dec. 22, 1959; 8:46 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 7359 c.o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Beltone Hearing Aid Co. et al.

Subpart—*Advertising falsely or misleadingly:* § 13.15 *Business status, advantages, or connections:* Inventor or originator; producer status of dealer or seller: *Manufacturer;* § 13.30 *Composition of goods;* § 13.130 *Manufacture or preparation;* § 13.205 *Scientific or other relevant facts;* § 13.235 *Source or origin:* Maker or seller, etc.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Beltone Hearing Aid Company et al., Chicago, Ill., Docket 7359, October 15, 1959]

In the Matter of Beltone Hearing Aid Company, a Corporation, and Sam F. Posen, Fannie Posen, and David H. Barnow, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the

Commission charging Chicago manufacturers of hearing aids with representing falsely in advertising that their "Hear-N-See" and "Slimette" hearing aid devices have no attached buttons, wires, or cords, were invisible, and were hidden in eyeglasses; that their "Invisible" hearing aid was completely hidden when worn and therefore was invisible, and was their own invention; and that their advertising booklet was offered as a valuable public service to the hard of hearing.

After acceptance of an agreement containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on October 15 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents Beltone Hearing Aid Company, a corporation, and its officers, and Sam F. Posen and Fannie Posen, individually and as officers of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of hearing aid devices, now known as "Hear-N-See", "Slimette", and "Invisible", or any other device of substantially the same construction or operation, whether sold under the same or any other model designation, do forthwith cease and desist from directly or indirectly:

A. Disseminating or causing to be disseminated any advertising by means of the United States mails or by any means in commerce, as "commerce" is defined in the Federal Trade Commission Act, for the purpose of inducing, or which is likely to induce, directly or indirectly, the purchase of said products, which advertisement represents, directly or indirectly:

1. With respect to the "Hear-N-See" and "Slimette" hearing aids:

(a) That no buttons are attached to said hearing aids unless in close connection therewith and with equal prominence it is disclosed that an ear mold or plastic tip is inserted into the ear.

(b) That no wires or cords are attached to said hearing aids unless in close connection therewith and with equal prominence it is disclosed that a plastic tube runs from the device to the ear.

(c) That said hearing aids are invisible.

(d) That said hearing aids are completely hidden in eyeglasses.

2. With respect to the "Invisible" hearing aid:

(a) Through the use of said name or otherwise that said hearing aid is invisible when worn: *Provided, however*, That this prohibition shall not be construed to prohibit respondents from representing that all hearing aid parts are concealed in the temple bars of a pair of eyeglasses when respondents can establish that such is the fact.

(b) That said hearing aid is a Beltone invention unless such is the fact.

3. That any booklet or other publication which consists in part of advertising of respondents' products is a public service booklet or publication unless in close connection therewith and with equal prominence it is disclosed that said booklet or publication also contains advertising.

B. Disseminating any advertisement by any means for the purpose of inducing, or which is likely to induce, directly or indirectly, the purchase of respondents' products in commerce, as "commerce" is defined in the Federal Trade Commission Act, which advertisement contains any of the representations prohibited in paragraph A herein.

It is further ordered, That the complaint be, and the same hereby is, dismissed as to respondent David H. Barnow.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents Beltone Hearing Aid Company, a corporation, and Sam F. Posen, and Fannie Posen, individually and as officers of said corporation shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: October 15, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-10858; Filed, Dec. 22, 1959; 8:46 a.m.]

[Docket 7383 c.o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Marks Furs, Inc., et al.

Subpart—*Advertising falsely or misleadingly:* § 13.155 *Prices:* Exaggerated as regular and customary; percentage savings. Subpart—*Invoicing products falsely:* § 13.1108 *Invoicing products falsely:* Fur Products Labeling Act. Subpart—*Misbranding or mislabeling:* § 13.1212 *Formal regulatory and statutory requirements:* Fur Products Labeling Act. Subpart—*Misrepresenting oneself and goods*—Prices: § 13.1805 *Exaggerated as regular and customary.* Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 13.1845 *Composition:* Fur Products Labeling Act; § 13.1852 *Formal regulatory and statutory requirements:* Fur Products Labeling Act; § 13.1865 *Manufacture or preparation:* Fur Products Labeling Act; § 13.1886 *Quality, grade or type of product;* § 13.1900 *Source or origin:* Fur Products Labeling Act: *Place.* Subpart—*Using misleading name*—Goods: § 13.2280 *Composition:* Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Marks Furs, Inc., et al., Detroit, Mich., Docket 7383, October 7, 1959]

In the Matter of Marks Furs, Inc., a Corporation, and Abe Abeloff and David Glanzrock, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a furrier in Detroit, Mich., with violating the Fur Products Labeling Act by failing to set forth such terms as "Dyed Mouton-processed Lamb" and "secondhand" or "used fur" where required on labels and invoices and in advertising, and by failing in other respects to comply with labeling and invoicing requirements; failing to disclose in advertising the names of animals producing certain furs or the country of origin, to disclose when products contained used, artificially colored, cheap, or waste fur; representing selling prices as reduced from regular prices which were in fact fictitious, and falsely representing percentage savings; and failing to maintain adequate records as a basis for such pricing claims.

After acceptance of an agreement containing consent order, the hearing examiner made his initial decision and order to cease and desist which became on October 7 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That Marks Furs, Inc., a corporation, and its officers, and Abe Abeloff and David Glanzrock, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, offering for sale, transportation or distribution in commerce, of fur products; or in connection with the sale, advertising, offering for sale, transportation, or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

1. Misbranding fur products by:

A. Failing to affix labels to fur products showing in words and figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act;

B. Failing to set forth on required labels the item number or mark assigned to a fur product;

C. Setting forth on labels affixed to fur products:

(1) Information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in abbreviated form;

(2) Information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations thereunder mingled with nonrequired information:

(3) Information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in handwriting;

D. Failing to set forth the term "Dyed Mouton-processed Lamb" in the manner required;

E. Failing to disclose that fur products contain or are composed of "second-hand" or "used fur", when such is the fact;

F. Failing to set forth the information required under section 4(2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder in the required sequence;

2. Falsely or deceptively invoicing fur products by:

A. Failing to furnish to purchasers of fur products invoices showing all of the information required to be disclosed by each of the subsections of section 5(b) (1) of the Fur Products Labeling Act;

B. Failing to set forth on each invoice the item number or mark assigned to a fur product;

C. Setting forth on any invoice required information in abbreviated form;

D. Failing to set forth the term "Dyed Mouton-processed Lamb" in the manner required;

E. Failing to disclose that fur products contain or are composed of "second-hand" or "used fur", when such is the fact;

3. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly, in the sale or offering for sale of fur products, and which:

A. Fails to disclose:

1. The name or names of the animal or animals producing the fur or furs contained in the fur product, as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

2. That the fur product is composed of used fur when such is the fact;

3. That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is the fact;

4. That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is the fact;

5. The name of the country of origin of any imported furs contained in a fur product;

B. Sets forth the name "Hudson Seal" or any other coined or fictitious name in place of the name or names of the animal or animals specified in section 5(a) (1) of the Fur Products Labeling Act;

C. Fails to set forth the term "Dyed Broadtail processed Lamb" in the manner required;

D. Represents, directly or by implication, that the regular or usual price of any fur product is any amount which is in excess of the price at which respondents have usually and customarily sold such products in the recent regular course of business;

E. Represents, directly or by implication, that the regular or usual retail prices charged by respondents for fur products in the recent regular course of business were reduced in direct proportion to the amount of savings stated, when contrary to fact;

F. Fails to disclose that fur products contain or are composed of "second-hand" or "used fur", when such is the fact;

4. Making price claims and representations of the types referred to in Paragraphs D and E above unless respondents maintain full and adequate records disclosing the facts upon which such claims or representations are based.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents Marks Furs, Inc., a corporation, and Abe Abeloff and David Glanzrock, individually and as officers of said corporation, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: October 7, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-10859; Filed, Dec. 22, 1959; 8:47 a.m.]

[Docket 7150 c.o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Westinghouse Electric Corp. and Westinghouse Electric Supply Co.

Subpart—*Discriminating in price under section 2, Clayton Act, as amended* —Price discrimination under 2(a): § 13.715 *Charges and price differentials;* [*Discriminating in price under section 2, Clayton Act, as amended*]—Payment for services or facilities for processing or sale under 2(d): § 13.824 *Advertising expenses.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 2, 38 Stat. 730, as amended; 15 U.S.C. 13) [Cease and desist order, Westinghouse Electric Corporation (Pittsburgh, Pa.) et al., Docket 7150, Oct. 13, 1959]

In the Matter of Westinghouse Electric Corporation, a Corporation, and Westinghouse Electric Supply Company, a Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a major manufacturer of electrical applicances, among other products, with violating Sec. 2(a) of the Clayton Act by such practices as selling consumer goods to competing purchasers at such price differences as the following: Electric refrigerators up to 20%, electric laundermats up to 31.8%, electric ranges up to 22.2%, and electric clothes dryers up to 19.4%; and with violating Sec. 2(d) of the Clayton Act by making disproportionate payments to retailers for newspapers, television, and radio advertising under its "Co-operative Advertising Procedure", and also by paying to some retail customers but not to their competitors, allowances for newspaper advertising in excess of amounts authorized by said "Co-operative" plan and bearing no relation to the actual rates charged.

After acceptance of an agreement for a consent order, the hearing examiner made his initial decision and order to cease and desist which became on October 13 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That Westinghouse Electric Corporation, a corporation, its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the sale of major home appliances, consisting of refrigerators, freezers, dehumidifiers, room air conditioners, ranges, water heaters, laundry equipment, dishwashers, food waste disposers, and accessories and renewal parts therefor, in commerce, as "commerce" is defined in the Clayton Act (15 U.S.C., sec. 13), as amended, cease and desist from:

(1) Discriminating, directly or indirectly, in the price of major home appliances of like grade and quality by selling major home appliances to any purchaser at net prices which are higher than the net prices charged to other purchasers competing in fact in the resale or distribution of such appliances.

(2) Making, or contracting to make, to or for the benefit of any customer, any payment of anything of value as compensation or in consideration for any advertising or other services or facilities furnished by or through such customer in connection with the handling, resale, or offering for resale of respondent's major home appliances unless such payment or consideration is affirmatively offered or otherwise made available on proportionally equal terms to all other customers competing in fact in the resale or distribution of such appliances.

It is further ordered, That the complaint herein, in so far as it relates to respondent Westinghouse Electric Supply Company be, and it hereby is dismissed.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That Westinghouse Electric Corporation, a corporation, shall within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with the order to cease and desist.

Issued: October 13, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-10860; Filed, Dec. 22, 1959; 8:47 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II — Federal Housing Administration, Housing and Home Finance Agency

PART 200—INTRODUCTION

Subpart D—Delegations of Basic Authority and Functions

PROPERTY MANAGEMENT COMMITTEE

In § 200.88 paragraph (a) is amended to read as follows:

§ 200.88 Property Management Committee.

(a) *Members.* The Property Management Committee is comprised of the following members: Assistant Commissioner for Mortgages and Properties, Chairman; Assistant Commissioner for Programs, Vice Chairman; Assistant Commissioner for Field Operations; Assistant Commissioner for Technical Standards; Assistant Commissioner for Title I; and the General Counsel or his designee (as legal advisory member, ex officio).

(Sec. 2, 48 Stat. 1246, as amended; 12 U.S.C 1703. Interprets or applies sec. 211, 52 Stat. 23, as amended,. sec. 607, 55 Stat. 61, as amended, sec. 907, 65 Stat. 301, sec. 807, 63 Stat. 570, as amended; 12 U.S.C. 1715b, 1742, 1748f, 1750f)

Issued at Washington, D.C., December 17, 1959.

C. B. SWEET,
Acting Federal Housing Commissioner.

[F.R. Doc. 59-10882; Filed, Dec. 22, 1959; 8:49 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter XI—Oil Import Appeals Board

RULES AND PROCEDURES

The rules and procedures published in the FEDERAL REGISTER issue of April 4, 1959, at page 2622, are completely revised to read as follows:

Sec.
1. Purpose.
2. Establishment of Board.
3. Authority of the Board.
4. Time and place to file petitions.
5. Form and content of petition.
6. Request for hearing.
7. Additional requirements.
8. Representation before the Board.
9. Scheduling and notice of hearing.
10. Consolidation.
11. Conduct of hearing.
12. Transcript and record.
13. Decisions of the Board.

AUTHORITY: Secs. 1 to 13 issued under sec. 4 of Proc. 3279, 24 F.R. 1781, as amended; sec. 21, Oil Import Reg. 1, 24 F.R. 1907, as amended; sec. 2, 68 Stat. 360, as amended, 72 Stat. 678; 19 U.S.C. 1352a.

Section 1. Purpose.

This chapter provides rules and procedures for petitions to the Oil Import Appeals Board, hereinafter referred to as the "Board."

Sec. 2. Establishment of Board.

(a) The Board has been established by section 21 of Oil Import Regulation 1 (24 F.R. 1907), as revised, hereinafter referred to as the "regulation", pursuant to section 4 of Presidential Proclamation 3279, dated March 10, 1959 (24 F.R. 1781), as amended, hereinafter referred to as the "Proclamation". It is comprised of representatives from the Departments of Interior, Defense, and Commerce, and elects a chairman from its own membership.

Sec. 3. Authority of the Board.

(a) The Board considers petitions by persons affected by the regulation and may, within the limits of the maximum levels of imports established in section 2 of the Proclamation:

(1) Modify any allocation made to any person under the regulation, on the grounds of exceptional hardship or error;

(2) Grant allocations of crude oil and unfinished oils in special circumstances to persons with importing histories who do not qualify for allocations under the regulation;

(3) Grant allocations of finished products, on the ground of exceptional hardship, to persons who do not qualify for allocations under the regulation;

(4) Review the revocation or suspension of any allocation or license.

(b) Any member of the Board may conduct a regularly scheduled hearing of the Board.

(c) Only petitions relating to matters covered by paragraph (a) of this section may be entertained by the Board. Petitions based upon a change or disregard of the Proclamation or the regulation will not be entertained.

Sec. 4. Time and place to file petitions.

(a) A petition requesting the modification of an allocation on the grounds of exceptional hardship or error, or requesting review of the revocation or suspension of an allocation or license, shall be filed with the Board not later than 15 calendar days after receiving a notice of the determination of the Administrator, Oil Import Administration. (Section 21(b) (1) and (4) of the regulation.)

(b) A petition for the grant of an allocation of crude or unfinished oils by a person who does not qualify for such allocation under the regulation shall be filed with the Board not later than 15 calendar days after the beginning of an allocation period. (Section 21(b) (2) of the regulation).

(c) A petition for the grant of an allocation of finished products on the ground of exceptional hardship, by a person who does not qualify for such allocation under the regulation, shall be filed with the Board not later than 15 calendar days after the beginning of an allocation period. (Section 21(b) (3) of the regulation.)

(d) The Board may entertain a petition not filed in time under paragraphs (a), (b) or (c) of this section, when it determines that delay was caused by extraordinary circumstances.

(e) Petitions and other papers addressed to the Board shall be filed at the office of the Oil Import Appeals Board, Department of the Interior, Washington 25, D.C.

Sec. 5. Form and content of petition.

A petition must be in writing, clearly marked as a "petition", and filed in quintuplicate. All petitions must clearly state (a) the Administrator's decision, if applicable, (b) specific references to the pertinent provisions of the regulation, (c) the ground for the petition and the facts in support thereof, (d) the relief sought by the petitioner, and (e) the justification for the relief sought. When the petition is based on more than one ground, the various grounds should be separately stated and numbered, with a clear and concise statement of all facts alleged in support of each ground. A brief in support of a petition may be filed with the petition, or at any time prior to the hearing. Petitions for the modification or grant of finished products shall be separately filed.

Sec. 6. Request for hearing.

A request for a hearing on a petition must be in writing and filed with the petition.

Sec. 7. Additional requirements.

The Board may on its own initiative require the filing, either before or after hearing, of briefs or other information considered necessary for the disposition of a petition.

Sec. 8. Representation before the Board.

Representation of a petitioner before the Board shall be governed by Part 1 of Title 43, Code of Federal Regulations.

Sec. 9. Scheduling and notice of hearing.

A hearing will be scheduled, when requested, except that the Board ordinarily will not schedule a hearing on any petition outside its jurisdiction or that clearly does not establish any right to relief. When a hearing is scheduled, notice of the time and place of such hearing will be given to the petitioner at least seven days in advance thereof. The hearing may be for the purpose either of taking testimony or presenting oral argument, or both. The Board, upon its own initiative, may require that a hearing be held on any petition.

Sec. 10. Consolidation.

Upon good cause shown, or upon its own initiative, the Board may consider at the same time or consolidate for hearing any petitions if it determines that such action will be conductive to the dispatch of business, to the ends of justice, or is in the national interest.

Sec. 11. Conduct of hearing.

(a) Insofar as feasible, hearings shall be informal and shall be public. The petitioner shall be afforded an opportunity to offer oral and written evidence, subject to rulings of the presiding official as to admissibility. Irrelevent, immaterial, or reptitious evidence, and arguments bearing on the policy embodied in the Proclamation or the regulation, shall not be received. The order in which evidence and arguments are presented may be directed by the presiding official. The presiding official may impose reasonable time limits on oral presentations and arguments.

(b) Testimony may be received under oath or affirmation. All witnesses may be cross-examined by any proper party to the proceedings. Evidence shall be presented in written form wherever feasible as the presiding official may direct.

(c) Persons interested in a petition may file written statements with the Board within seven days following a hearing and at the same time shall send a copy to the petitioner. The petitioner may file a reply with the Board within seven days of receiving the statement.

Sec. 12. Transcript and record.

A transcript of the hearing shall be available for inspection by the public at the office of the Board, copies of which shall be available upon the payment of proper fees. The transcript and exhibits, matters of official notice, written statements filed by interested persons, together with all papers and requests filed in a hearing, shall constitute the exclusive record for decision. Upon timely request, a petitioner may disprove a material fact of which official notice has been taken and upon which the decision rests.

Sec. 13. Decision of the Board.

The Board will take such action on petitions as it deems appropriate. The consideration of a petition by two members of the Board and their concurrence in a decision shall constitute a decision of the Board, and such decision shall be final. A copy of a decision shall be furnished to the petitioner concerned. Copies of all decisions shall be available for inspection by the public at the office of the Board.

The Proclamation and the regulation implementing it and the respective amendments and revisions thereof have been issued in the interests of the national security. Due and timely execution of the Board's functions under the proclamation and the regulation as amended and revised, respectively, would be impeded and it would therefore be impracticable and contrary to the public interest to give notice of proposed rule-making or to delay the effective date of these rules and procedures. Accordingly, these rules and procedures shall become effective immediately.

ROYCE A. HARDY,
Chairman, Oil Import Appeals Board.

DECEMBER 11, 1959.

[F.R. Doc. 59-10867; Filed, Dec. 22, 1959; 8:47 a.m.]

Chapter XVIII—National Shipping Authority, Maritime Administration, Department of Commerce

[NSA Order No. 62 (AGE-7, Amdt. 8)]

AGE-7—AUTHORITY OF GENERAL AGENTS TO PROVIDE FOR AMERICAN MERCHANT MARINE LIBRARY SERVICE

Miscellaneous Amendments

Sections 2 and 4 of AGE-7 are hereby amended as follows:

1. In section 2, *General Agents' authority; form of agreement*, amend the first sentence of article 7 under Agreement Between United States of America and American Merchant Marine Library Association to read "The agreement shall be in effect for the calendar years 1951 through 1960."

2. In section 4, *Period of the agreement*, amend the first sentence following the heading to read "The agreement shall be in effect for the calendar years 1951 through 1960."

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

CLARENCE G. MORSE,
Director,
National Shipping Authority.

Approved: December 14, 1959.

WALTER C. FORD,
Deputy Maritime Administrator.

[F.R. Doc. 59-10888; Filed, Dec. 22, 1959; 8:50 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter IV—Saint Lawrence Seaway Development Corporation

EDITORIAL NOTE

1. The Tariff of Tolls (Mar. 17, 1959, 24 F.R. 1925) is assigned to Part 402 of this chapter with the following headings and section numbers:

PART 402—TARIFF OF TOLLS

Sec.
402.1 Tariff of tolls.
402.2 Interpretation.
402.3 Tolls.
402.4 Security for payment
402.5 Description and weight of cargo.
402.6 Schedule of tolls.

2. The Rules of Procedure of the Joint Tolls Advisory Board (Nov. 18, 1959, 24 F.R. 9307) is assigned to Part 403. Paragraphs 1 to 10 are redesignated §§ 403.1 to 403.10, inclusive, with headings added as follows:

PART 403—RULES OF PROCEDURE OF THE JOINT TOLLS ADVISORY BOARD

Sec.
403.1 Scope of rules. [Rule 1]
403.2 Definitions. [Rule 2]
403.3 Applications. [Rule 3]
403.4 Meetings and functions of Board. [Rule 4]
403.5 Additional information. [Rule 5]
403.6 Action on applications; notice of requirements. [Rule 6]
403.7 Proceedings; stay or adjournment. [Rule 7]
403.8 Prehearings. [Rule 8]
403.9 Hearings; witnesses; affidavits. [Rule 9]
403.10 Findings and recommendations. [Rule 10]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2032]

[79237]

CALIFORNIA

Power Site Cancellation No. 128; Opening Lands Under Section 24 of the Federal Power Act

By virtue of the authority contained in section 24 of the act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818) as amended, and the act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), and pursuant to determination DA-945-California of the Federal Power Commission issued April 17, 1958, it is ordered as follows:

1. Subject to any valid existing rights and the requirements of applicable law, the following-described public lands, are hereby opened to location, entry, or selection under the public land laws, subject to the provisions of Section 24 of the Federal Power Act as amended, and subject to the prior right of the licensee for Project No. 803 and its successors to use the lands for purposes of power development as set forth in the license issued for Project No. 803:

MOUNT DIABLO MERIDIAN

T. 24 N., R. 3 E.,
Sec. 24, NW¼SW¼.
T. 24 N., R. 4 E.,
Sec. 34, NE¼NW¼ and W½SE¼.

The areas described contain 160 acres.

2. The lands are located in northeastern Butte County near the town of Sterling.

3. Applications and selections under the nonmineral public land laws, may be presented to the Manager named below, beginning on the date of this order. Such applications, selections, and offers will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(a) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing law, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(b) All valid applications and selections under the nonmineral public land laws, presented prior to 10:00 a.m. on January 21, 1960, will be considered as simultaneously filed at that hour. Rights under such applications and selections and offers filed after that hour will be governed by the time of filing.

4. The lands have been open to applications and offers under the mineral leasing laws, and to location under the mining laws.

5. The State of California has waived its preference rights of application under section 24 of the Federal Power Act, and the act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851-2).

6. Power Site Classification No. 28 of April 22, 1922, is hereby cancelled so far as it affects the lands.

7. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

Inquiries concerning the lands shall be addressed to the Manager, Land Office, Bureau of Land Management, Sacramento, California.

ROGER ERNST,
Assistant Secretary of the Interior.

DECEMBER 16, 1959.

[F.R. Doc. 59-10862; Filed, Dec. 22, 1959; 8:47 a.m.]

[Public Land Order 2033]

[1950547]

CALIFORNIA

Revoking Public Land Order No. 132 of June 5, 1943

By virtue of the authority vested in the President by section 1 of the act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. Public Land Order No. 132 of June 5, 1943, which withdrew the following-described lands in California for a lookout station for Federal and State cooperative forest protection work and as an aircraft warning service station, is hereby revoked:

MOUNT DIABLO MERIDIAN

T. 16 S., R. 10 E.,
  Sec. 15, NW¼NW¼.

The area described contains 40 acres.

2. The lands constitute the top of Buck Peak in east central San Benito County, approximately four miles south of the Panoche Valley. Topography is steep and mountainous, and vegetation consists of chamise, scrub oak and various annual grasses. Useful rainfall is scanty.

3. The lands are withdrawn under the act of June 25, 1910, (36 Stat. 847; 43 U.S.C. 141), by the Executive order of July 2, 1910, for classification and in aid of legislation affecting the use and disposal of petroleum lands belonging to the United States, as Petroleum Reserve No. 2. The act of July 17, 1914 (38 Stat. 509; 30 U.S.C. 121), as amended, provides that such lands shall be subject to appropriation, location, selection, entry or purchase, if otherwise available under the nonmineral land laws of the United States, with a reservation to the United States of the deposits on account of which the lands were withdrawn.

4. The State of California has waived the preference right of application granted to certain States by subsection (c) of Section 2 of the act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852).

5. Beginning at 10:00 a.m. on January 21, 1960, the lands shall be open to application, petition, location, and selection, subject to valid existing rights, the provisions of existing withdrawals, and the requrements of applicable laws, including the act of July 17, 1914, supra. Locations under the United States mining laws may be made on such of the tracts as are not known to be valuable for a mineral subject to disposition under the mineral leasing laws of the United States. Locations may be made on any tract known to be valuable for a mineral coming under the mineral leasing laws but in accordance with section 4 of the act of August 13, 1954 (68 Stat. 710; 30 U.S.C. 524(2), such a location will be subject to a reservation to the United States of the leasing act mineral.

6. The lands have been open to applications and offers under the mineral leasing laws.

7. Persons claiming preferential consideration must submit evidence of their entitlement.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Sacramento, California.

ROGER ERNST,
Assistant Secretary of the Interior.

DECEMBER 16, 1959.

[F.R. Doc. 59-10863; Filed, Dec. 22, 1959; 8:47 a.m.]

[Public Land Order 2034]

[Fairbanks 011996]

ALASKA

Withdrawing Public Lands at Cape Lisburne for Use of the Department of the Air Force for Military Purposes

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

Subject to valid existing rights, including the rights, if any, of the natives of Alaska, the following-described public lands at Cape Lisburne, Alaska are hereby withdrawn from all forms of appropriation under the public land laws, including the mining and the mineral leasing laws, but not disposals of materials under the act of July 31, 1947 (61 Stat. 681; 30 U.S.C. 601-604) as amended, and reserved for use of the Department of the Air Force for military purposes:

Beginning at a point of intersection of Longitude 166°09′ W. and Latitude 68°52′ N., 1927 N.A.D.; thence

North, 4,400 feet more or less to the point of intersection of the mean high tide line of the Chukchi Sea and Longitude 166°09′ W;

Easterly, 13,500 feet, more or less, along said mean high tide line to the intersection with Longitude 166°03′ W;

South, 2,900 feet, more or less, to the point of intersection of said longitude with Latitude 68°52′ N;

West, 13,200 feet, more or less, along said Latitude to the point of beginning.

The tract described contains approximately 1,091 acres.

The withdrawal made by this order shall take precedence over but not otherwise affect Public Land Order No. 82 of January 22, 1943, which reserved public lands for use in connection with the prosecution of the war.

ROGER ERNST,
Assistant Secretary of the Interior.

DECEMBER 16, 1959.

[F.R. Doc. 59-10864; Filed, Dec. 22, 1959; 8:47 a.m.]

[Public Land Order 2035]

[69279]

ARIZONA

Revoking Public Land Order No. 1963 of August 25, 1959 (Tucson Mountain Park)

By virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

Public Land Order No. 1963 of August 25, 1959, as amended by Public Land Order No. 1983 of September 21, 1959, which modified Recreational Withdrawal No. 21 of April 29, 1929, to the extent necessary to permit locations and entries under the United States mining laws for the following-described lands, is hereby revoked:

GILA AND SALT RIVER MERIDIAN

T. 13 S., R. 11 E.,
  Sec. 25, S½;
  Sec. 26, SE¼.
T. 13 S., R. 12 E.,
  Sec. 6;
  Sec. 7, E½ and E½W½;
  Sec. 8;
  Sec. 17;
  Sec. 18, E½, E½NW¼, and SW¼;
  Secs. 19 and 20;
  Sec. 29;
  Sec. 30, NE¼ and S½;
  Sec. 31.
T. 14 S., R. 12 E.,
  Sec. 5, N½;
  Sec. 6, NE¼;
  Sec. 20, S½;
  Sec. 21, S½.

The areas described aggregate 7,600 acres.

ROGER ERNST,
Assistant Secretary of the Interior.

DECEMBER 17, 1959.

[F.R. Doc. 59-10865; Filed, Dec. 22, 1959; 8:47 a.m.]

Title 44—PUBLIC PROPERTY AND WORKS

Chapter V—Library of Congress

REVISION OF CHAPTER

Effective on publication in the FEDERAL REGISTER Chapter V is revised to read as follows:

PART 501—PROCEDURES AND SERVICES

Sec.
501.1 Application for employment.
501.2 Access to Library buildings.
501.3 Removal of materials from the Library buildings.
501.4 Information about the Library.
501.5 The Library's reading rooms and public use thereof.
501.6 Service of the general collections.
501.7 Reference and bibliographic assistance.
501.8 Special study facilities.
501.9 Loans of library materials.
501.10 Loans of library materials for the blind.
501.11 Lending of materials from the Library for exhibition.
501.12 Photoduplication service.
501.13 Service of serial materials.
501.14 Service of scientific and technical materials.
501.15 Service of Hispanic materials.
501.16 Service of manuscript materials.
501.17 Service of maps.
501.18 Service of music materials.
501.19 Recordings.
501.20 Service of Orientalia.
501.21 Service of prints and photographs.
501.22 Service of rare books.
501.23 Service of microfilmed materials.
501.24 Service of materials in Slavic and Central European languages.
501.25 Service of local history and genealogy materials.
501.26 Service of legal materials.
501.27 Card distribution.
501.28 Library of Congress publications.
501.29 Offers of materials for purchase.
501.30 Contracting officers.

AUTHORITY: §§ 501.1 to 501.30 issued under sec. 1, 29 Stat. 544, 546; 2 U.S.C. 136.

§ 501.1 Application for employment.

Applications for employment in the Library of Congress may be made in person or by mail. Applicants should visit or communicate with the Personnel Division, Library of Congress. Although the Library of Congress is not an agency coming within the competitive civil service system, the application form used is the standard application form for employment in the Federal Civil Service (Standard Form No. 57). This form may be secured at any U.S. Post Office, at a regional Civil Service Commission office, or by addressing the Personnel Division, Library of Congress, Washington 25, D.C.

§ 501.2 Access to Library buildings.

In accordance with the Library's general policy, persons other than staff members may have access to the public areas, reading rooms, and study facilities only during the announced hours of public opening. Such persons may be admitted to other areas within the buildings and at other times only in accordance with established access regulations.

§ 501.3 Removal of materials from the Library buildings.

No material may be removed from the Library buildings without the proper stamp, pass, or other authorization as prescribed by regulations established by the Librarian of Congress. All parcels and materials taken from the buildings are subject to inspection by the guard at the exit.

§ 501.4 Information about the Library.

Information about the activities, programs, services, organization, and history of the Library of Congress is provided by the Information and Publications Office, which has primary responsibility for responding, or for arranging for other divisions of the Library to respond, to inquiries on these subjects from the public and from representatives of public-information media. Such information is provided through publications and through individual response by telephone, by mail, and in personal conference. For the convenience of the public, the Office administers an Information Desk in the Main Building; its staff answers visitors' inquiries about the Library but does not provide reference service for readers wishing to use the Library's collections. Free publications about the Library and some priced publications and facsimiles of famous documents are available at this desk.

§ 501.5 The Library's reading rooms and public use thereof.

Materials in the general classified collections of the Library are serviced in the Library's general reading rooms: The Main Reading Room (Main Building) and the Thomas Jefferson Room (Annex Building). Special collections, as explained further in subsequent sections, are serviced in the following special reading rooms: Government Publication, Law Library, Local History and Genealogy, Manuscript, Map, Microfilm, Music, Newspaper (two rooms—current and non-current newspapers), Orientalia, Periodical (current), Prints and Photographs, Rare Book, Science, and Slavic. Investigators requiring materials from other collections in the Library for use with materials in the custody of a special division (such as Manuscript, Map, Music, etc.) may requisition and use such materials in the reading room of the special division insofar and on such conditions as they are available for use therein. (Special collections are also serviced in the Congressional Reading Room and in the Law Library in the Capitol, but these are not open to the general public.) Access to all reading rooms is governed by regulations established by the Librarian of Congress. Persons under 16 years of age are not admitted to the reading rooms unless they are accompanied by an adult. High school students are not admitted regardless of age, but exceptions will be made, under specified conditions, when material cannot be obtained in other libraries.

§ 501.6 Service of the general collections.

Requests for materials in the general classified collections are submitted by readers on forms provided for that purpose. Available materials so requested are located and delivered to readers by the staff. Subject to specified limitations, materials may be reserved for continued use. Access to the bookstacks is permitted only under regulations established by the Librarian of Congress. Applications for access are acted upon by the Chief of the Stack and Reader Division or by other authorized officials.

§ 501.7 Reference and bibliographic assistance.

(a) Reference and bibliographic services provided in response to requests from readers and requests received by telephone and by mail are governed by policies and regulations established by the Librarian of Congress.

(b) Readers requiring reference and bibliographic assistance in the general collections and aid in the use of the card catalogs may request help from the staff on duty in the general reading rooms. Requests for such assistance in special collections are referred to the appropriate specialized divisions.

(c) Reference inquiries and requests for service which cannot be satisfied by other libraries or scholarly institutions nearer the inquirer may be submitted to the Library of Congress, which will respond to them insofar and on such conditions as available staff and facilities permit.

§ 501.8 Special study facilities.

Study rooms, study tables, and reserved shelves are available for assignment to persons engaged in research. Applications for such assignments are acted upon by the Chief of the Stack and Reader Division or by other authorized officials, and assignments on approved applications are made on specified conditions of registration, tenure, and use.

§ 501.9 Loans of library materials.

The Library of Congress is not a public circulating library and no material in its collections may be taken from the Library buildings except upon approval by the Chief of the Loan Division or the Director of the Reference Department. Members of Congress and heads of executive departments and agencies, however, have the privilege of withdrawing books by virtue of their office. Subject to regulations and conditions established by the Librarian of Congress, special permission to withdraw materials may be given to congressional staffs and to individuals and institutions in and near the District of Columbia to meet particular needs. Applications for such privilege are acted upon by the Chief of the Loan Division, who is responsible for the interpretation and enforcement of the regulations governing loans. Except for Members of Congress, heads of executive departments and agencies, and others authorized by the Librarian to have materials assembled and delivered to them, persons having the borrowing privilege must present materials to be borrowed to the Loan Division for recording and for issuance of a door pass. Borrowers must present the materials for inspection to the guards on duty at the exits to the Library buildings and must surrender their door passes upon leaving the buildings. Materials are issued on interlibrary loan to other libraries within and outside the District of Columbia under regulations established by the Librarian of Congress. Applications from established libraries for such loans, and requests for information about interlibrary loans and loan service generally, should be directed to the Chief of the Loan Division.

§ 501.10 Loans of library materials for the blind.

(a) *Definition of blind.* In connection with the Library's program of service under the act of March 3, 1931, as amended, entitled "An Act to Provide Books for the Blind," the blind readers entitled to service under this act shall be defined as "Residents of the United States, including the several States, Territories, Insular Possessions, and the District of Columbia, whose visual acuity is 20/200 or less in the better eye with correcting glasses, or whose widest diameter of visual field subtends an angular distance no greater than twenty degrees." The degree of such blindness shall be certified by a duly licensed physician, optometrist, or ophthalmologist. The reading materials for the blind provided under the authority of the act cited above, including sound reproducers, may be loaned not only to readers who qualify under the above definition but also to hospitals, institutions, and schools for the use of such readers.

(b) *Loans to residents.* The Division for the Blind provides books in embossed characters, talking-book records, and machines for the blind under regulations and conditions of use established by the Librarian. The Division provides a direct loan service of books and records to residents of the District of Columbia. Other residents, as defined in paragraph (a) of this section, receive reading materials from their appropriate regional libraries. Machines are lent through state agencies for the blind. Inquiries my mail concerning this service should be addressed to the Division for the Blind, Library of Congress, Washington 25, D.C.

(c) *Loans to residents temporarily domiciled abroad.* In accordance with the definition given in paragraph (a) of this section, and the intent and purpose of the Act to Provide Books for the Blind Residents of the United States, its Territories, Insular Possessions, and the District of Columbia (2 U.S.C. 135a), the distributing libraries which have been designated by the Librarian of Congress to serve as local or regional centers for the circulation of such books (2 U.S.C. 135b) shall lend such books to blind residents of the United States its Territories, etc., who may be temporarily domiciled outside the jurisdictions enumerated by the act.

(1) Inquiries for information relative to the prescribed procedures and regulations governing such loans and requests for loans should be addressed to: Chief, Division for the Blind, Library of Congress, Washington 25, D.C.

(2) Talking-book machine lending agencies are authorized to permit blind readers, residents of the United States, temporarily domiciled abroad, to take the talking-book machines loaned to them when they go abroad under the same conditions as book loans.

§ 501.11 Lending of materials from the Library for exhibition.

Subject to special conditions and procedures determined by the Library, certain materials in the Library's collections are available for loan to recognized institutions, such as libraries and museums, with established exhibition programs and with staffs proficient in handling the particular material requested. This service is subject to limitations in terms of the character of the materials and the availability of staff to prepare materials for shipment. Each request for loan is judged on its particular merits, i.e., type of institution and program for which loan is proposed in relation to the importance and value, both monetary and intrinsic, of the material requested and the probability of its being replaceable in the event of loss. Communications concerning the lending of materials for exhibition should be addressed to the Exhibits Officer, Library of Congress, Washington 25, D.C.

§ 501.12 Photoduplication service.

Photocopies of materials in the Library's general and special collections may be obtained from the Library's Photoduplication Service at prevailing rates and subject to prescribed contract provisions, provided that they are not subject to copyright or other restrictions, or provided that permission to copy has been obtained. Order forms for photocopies may be secured from the Photoduplication Service, Library of Congress, Washington 25, D.C.

§ 501.13 Service of serial materials.

Applications for materials in the custody of the Serial Division (current and unbound periodicals, bound and unbound newspapers, government documents, pamphlets, ephemera, etc., not allocated to other divisions), are submitted to the staff on forms provided for that purpose in the Division's special reading rooms. Within the resources of the staff, readers receive reference aid in the Division's collections and in government publications in the general classified collections. Access to the Division's stack areas is permitted only on the approval of the Chief or of other authorized officials. Inquiries concerning the collections and services of the Division, and requests for reference assistance may be made to the Office of the Chief of the Division.

§ 501.14 Service of scientific and technical materials.

Readers requesting reference and bibliographic assistance in science and technology may consult the staff on duty in the Science Reading Room. Inquiries are referred when necessary to subject specialists, including Slavic and Oriental science specialists, in the Science and Technology Division. A special collection of technical reports is available in the Science Reading Room. Materials on science in the Library's subject-classified collections are also served in either of the Library's general reading rooms.

§ 501.15 Service of Hispanic materials.

Readers requesting reference and bibliographic assistance on Hispanic materials may consult the staff on duty in the general reading rooms. Inquiries are referred when necessary to specialists in the Hispanic Foundation or the Law Library.

§ 501.16 Service of manuscript materials.

Services to readers in the Manuscript Reading Room are provided in accordance with prescribed conditions of registration for investigation and of use of materials and information therefrom in the custody of the Manuscript Division. The use of such materials is restricted to the Manuscript Reading Room.

§ 501.17 Service of maps.

The Map Division provides reference services by telephone, through correspondence, and directly to adult readers in the Map Reading Room.

§ 501.18 Service of music materials.

Service to readers in the Music Division's reading room is provided in accordance with prevailing regulations governing the use of materials in the Division's custody. Numerous catalogs, on cards and in bound volumes, afford access to the Division's holdings; a professional assistant is always on duty to give assistance and advice. The stacks of the Division are closed, but special permission granting access to them may be obtained from the Music Reference Librarian. Sound recordings may be used only for serious research; permission to use them must be sought in advance by application to the Chief of the Music Division. The Division also dispenses information through correspondence.

§ 501.19 Recordings.

Recordings of poetry and folk music issued by the Library of Congress may be purchased from the Recording Laboratory of the Music Division. A printed catalog listing all the discs offered or other information may be obtained by applying to the Recording Laboratory, Music Division, Library of Congress, Washington 25, D.C.

§ 501.20 Service of Orientalia.

Services to readers in the Orientalia Division are provided in accordance with prescribed conditions of use of the materials in the custody of the Orientalia Division: Materials written or printed in Chinese, Japanese, Arabic, Persian, Turkish, Hindi, Burmese, and Hebrew and other Semitic languages, etc. Readers requiring reference and bibliographic assistance in all fields of Oriental culture, except law, are assisted in the Orientalia Division. Legal materials in Oriental languages and reference service thereon are provided by the Law Library.

§ 501.21 Service of prints and photographs.

The collections of the Prints and Photographs Division, consisting of fine and historical prints, drawings, photographs, and reproductions, are available to readers in the divisional reading room. Reference questions are answered in personal conference, by telephone, and by letter.

§ 501.22 Service of rare books.

(a) Services to readers in the Rare Book Reading Room are provided in accordance with prescribed conditions of registration and use of the materials in the custody of the Rare Book Division.

(b) Service to readers in the Law Library and the Music Division of the rare books in their custody are subject to similar regulations.

§ 501.23 Service of microfilmed materials.

(a) Service to readers in the Microfilm Reading Room is provided in accordance with prescribed conditions governing the use of microfilm and microprint material in the custody of the Microfilm Reading Room. Investigators may requisition inkprint materials from other collections of the Library for use in the Microfilm Reading Room, but such requests will be subject to limitations consistent with the care and service of the collections, and with regard for service to readers in other reading rooms.

(b) Other units having custody of microfilmed materials, such as manuscripts, newspapers, music, and Orientalia, render service on these materials.

§ 501.24 Service of materials in Slavic and Central European languages.

Readers requesting reference and bibliographic assistance on materials in Slavic and other Central European languages may consult the staff on duty in the Slavic Room. Inquiries are referred when necessary to specialists in the Slavic and Central European Division or to the Law Library.

§ 501.25 Service of local history and genealogy materials.

Readers requesting reference and bibliographic assistance on materials in local history and genealogy may consult the staff in the Local History and Genealogy Room. Such materials may be used only in that Room and in the Thomas Jefferson Room.

§ 501.26 Service of legal materials.

(a) Legal materials are served in the reading rooms of the Law Library in the Main Building. Those volumes which are not on the open shelves may be obtained for reading room use by filling out and presenting to a reference assistant a slip provided for the purpose, indicating thereon the author and title of the work desired and the name and address of the reader.

(b) The collections of the Law Library are available in part, for use outside the Library for a limited period, to authorized borrowers in Washington, D.C., and through interlibrary loan to the general public residing in other parts of the country, in conformity with Loan Division procedures. Books which are lent for use outside of the Law Library reading rooms must be charged in the Law Library. Books which are lent for use outside the Library buildings must in addition be charged in the Loan Division, where a formal charge is made and a door pass is issued.

§ 501.27 Card distribution.

Printed catalog cards are supplied under the procedures specified in the latest edition of the Handbook of Card Distribution, supplemented by emendations in Cataloging Service, issued by the Library. Cards may be ordered by author and title, by serial number, by series, or by subject. Card ordering slips for this purpose are furnished to subscribers, free of charge, upon request. The Library's catalog cards reproduced in book form (The National Union Catalog: A Cumulative Author List Representing Library of Congress Printed Cards and Titles Reported by Other American Libraries and Library of Congress Catalog—Books: Subjects: A Cumulative List of Works Represented by Library of Congress Printed Cards) are available by purchase from the Card Division, Library of Congress.

§ 501.28 Library of Congress publications.

Publications issued by the Library include catalogs of material currently acquired by American libraries, lists and descriptions of newly received books and serials pertaining to various areas, catalogs of its special collections, registers of its collections of personal papers of American public figures, facsimiles of rare items in its collections, bibliographies, exhibit catalogs, and technical manuals. Those currently available are listed in Library of Congress Publications in Print. Most of these publications may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. The free publications are available on request from the Office of the Secretary, Library of Congress, Washington 25, D.C. Publications issued by the Library are not copyrighted, but it is requested that those quoting from one of them in published writings make acknowledgment of the source.

§ 501.29 Offers of materials for purchase.

The Library solicits offers of library materials (including books, periodicals, pamphlets, manuscripts, maps, views, music, recordings, motion pictures, photographs, posters, fine prints, etc.). Printed lists or catalogs of library materials offered should be submitted in three to five copies, depending on the number of subjects or forms of material included. Typewritten or manuscript lists should be submitted in duplicate. Offers should specify author, title, place of publication, publisher, date of publication, whether or not copyrighted, edition note, series note, binding, number of pages or volumes, and price of each item offered. All offers of material and all other correspondence concerning the acquisition by purchase of materials for the Library's collections (including invoices, statements, and questions concerning payment for material purchased by the Library) should be addressed to: Order Division, Library of Congress, Washington 25, D.C. Materials should not be sent "on approval" unless specifically requested by the Order Division.

§ 501.30 Contracting officers.

The following officers are authorized to procure material or services on behalf of the Library of Congress and to execute binding contracts in the particular areas specified:

Officer	*Areas in which officer has contract or certifying responsibility*
Director, Administrative Department.	All areas.
Chief of Fiscal Services	Do.
Budget Officer	Do.
Publications Specialist, Information and Publications Division.	Publication, except publications of the Copyright Office.
Chief and Assistant Chief, Binding Division.	Binding.
Chief and Assistant Chief, Division for the Blind.	Special activities supported by appropriation for Books for the Blind.
Chief and Assistant Chief, Buildings and Grounds Division.	Supplies, local telephone and telegraph service, printing, postage, trash removal, automobile supplies and services, uniforms, other supplies and equipment.
Chief and Assistant Chief, Card Division.	Card Division printing.
Assistant Register of Copyright and Administrative Officer, Copyright Office.	Printing under appropriation "Catalog of Title Entries, Copyright Office".
Chief and Assistant Chief, Music Division.	Activities pertaining to concerts and fees to recording artists.
Chief and Assistant Chief, Order Division, and Head, Order Section.	Books, periodicals, etc.
Director of Personnel.	Payment of contracts for consulting services.
Secretary and Assistant Secretary of the Library.	Bills of lading, travel.
Head, Mail and Delivery Unit	Bills of lading.
Passenger Traffic Officer	Travel.
Head, Tabulating Section	Payrolls.

NOTE: Information concerning services of the Copyright Office, Library of Congress, appears in Title 37, Chapter II.

L. QUINCY MUMFORD,
Librarian of Congress.

[F.R. Doc. 59-10890; Filed, Dec. 22, 1959; 8:50 a.m.]

PROPOSED RULE MAKING

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR (1954) Part 301]

PROCEDURE AND ADMINISTRATION

Definitions

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations shall submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917, 26 U.S.C. 7805).

[SEAL] DANA LATHAM,
Commissioner of Internal Revenue.

The following regulations are hereby prescribed under chapter 79 of the Internal Revenue Code of 1954, relating to definitions. Except as otherwise specifically provided therein, such regulations shall be effective on and after August 17, 1954, and shall apply with respect to any tax imposed by the Internal Revenue Code of 1954 or a prior internal revenue law.

DEFINITIONS

Sec.	
301.7701	Statutory provisions; definitions.
301.7701-1	Classification of organizations for tax purposes.
301.7701-2	Associations.
301.7701-3	Partnerships.
301.7701-4	Trusts.
301.7701-5	Domestic, foreign, resident, and nonresident persons.
301.7701-6	Fiduciary.
301.7701-7	Fiduciary distinguished from agent.
301.7701-8	Military or naval forces and Armed Forces of the United States.
301.7701-9	Secretary or his delegate.
301.7701-10	District director.
301.7701-11	Other terms.

§ 301.7701 Statutory provisions; definitions.

SEC. 7701. *Definitions.* (a) When used in this title, where not otherwise distinctly expressed or manifestly incompatible with the intent thereof—

(1) *Person.* The term "person" shall be construed to mean and include an individual, a trust, estate, partnership, association, company or corporation.

(2) *Partnership and partner.* The term "partnership" includes a syndicate, group, pool, joint venture, or other unincorporated organization, through or by means of which any business, financial operation, or venture is carried on, and which is not, within the meaning of this title, a trust or estate or a corporation; and the term "partner" includes a member in such a syndicate, group, pool, joint venture, or organization.

(3) *Corporation.* The term "corporation" includes associations, joint-stock companies, and insurance companies.

(4) *Domestic.* The term "domestic" when applied to a corporation or partnership means created or organized in the United States or under the law of the United States or any State or Territory.

(5) *Foreign.* The term "foreign" when applied to a corporation or partnership means a corporation or partnership which is not domestic.

(6) *Fiduciary.* The term "fiduciary" means a guardian, trustee, executor, administrator, receiver, conservator, or any person acting in any fiduciary capacity for any person.

(7) *Stock.* The term "stock" includes shares in an association, joint-stock company, or insurance company.

(8) *Shareholder.* The term "shareholder" includes a member in an association, joint-stock company, or insurance company.

(9) *United States.* The term "United States" when used in a geographical sense includes only the States, the Territory of Hawaii, and the District of Columbia.

(10) *State.* The term "State" shall be construed to include the Territory of Hawaii and the District of Columbia, where such construction is necessary to carry out provisions of this title.

(11) *Secretary.* The term "Secretary" means the Secretary of the Treasury.

(12) *Delegate.* The term "Secretary or his delegate" means the Secretary of the Treasury, or any officer, employee, or agency of the Treasury Department duly authorized by the Secretary (directly, or indirectly by one or more redelegations of authority) to perform the function mentioned or described in the context, and the term "or his delegate" when used in connection with any other official of the United States shall be similarly construed.

(13) *Commissioner.* The term "Commissioner" means the Commissioner of Internal Revenue.

(14) *Taxpayer.* The term "taxpayer" means any person subject to any internal revenue tax.

(15) *Military or naval forces and Armed Forces of the United States.* The term "military or naval forces of the United States" and the term "Armed Forces of the United States" each includes all regular and reserve components of the uniformed services which are subject to the jurisdiction of the Secretary of Defense, the Secretary of the Army, the Secretary of the Navy, or the Secretary of the Air Force, and each term also includes the Coast Guard. The members of such forces include commissioned officers and personnel below the grade of commissioned officers in such forces.

(16) *Withholding agent.* The term "withholding agent" means any person required to deduct and withhold any tax under the provisions of sections 1441, 1442, 1443, 1451, or 1461.

(17) *Husband and wife.* As used in sections 71, 152(b)(4), 215, and 682, if the husband and wife therein referred to are divorced, wherever appropriate to the meaning of such sections, the term "wife" shall be read "former wife" and the term "husband" shall be read "former husband"; and, if the payments described in such sections are made by or on behalf of the wife or former wife to the husband instead of vice versa, wherever appropriate to the meaning of such sections, the term "husband" shall be read "wife" and the term "wife" shall be read "husband".

(18) *International organization.* The term "international organization" means a public international organization entitled to enjoy privileges, exemptions, and immunities as an international organization under the International Organizations Immunities Act (22 U.S.C. 288-288f).

(19) *Domestic building and loan association.* The term "domestic building and loan association" means a domestic building and loan association, a domestic savings and loan association, and a Federal savings and loan association, substantially all the business of which is confined to making loans to members.

(20) *Employee.* For the purpose of applying the provisions of sections 104, 105, and 106 with respect to accident and health insurance or accident and health plans, for the purpose of applying the provisions of section 101(b) with respect to employees' death benefits, and for the purpose of applying the provisions of subtitle A with respect to contributions to or under a stock bonus, pension, profit-sharing, or annuity plan, and with respect to distributions under such a plan, or by a trust forming part of such a plan, the term "employee" shall include a full-time life insurance salesman who is considered an employee for the purpose of chapter 21, or in the case of services performed before January 1, 1951, who would be considered an employee if his service were performed during 1951.

(21) *Levy.* The term "levy" includes the power of distraint and seizure by any means.

(22) *Attorney General.* The term "Attorney General" means the Attorney General of the United States.

(23) *Taxable year.* The term "taxable year" means the calendar year, or the fiscal year ending during such calendar year, upon the basis of which the taxable income is computed under subtitle A. "Taxable year" means, in the case of a return made for a fractional part of a year under the provisions of subtitle A or under regulations prescribed by the Secretary or his delegate, the period for which such return is made.

(24) *Fiscal year.* The term "fiscal year" means an accounting period of 12 months ending on the last day of any month other than December.

(25) *Paid or incurred, paid or accrued.* The terms "paid or incurred" and "paid or accrued" shall be construed according to the method of accounting upon the basis of which the taxable income is computed under subtitle A.

(26) *Trade or business.* The term "trade or business" includes the performance of the functions of a public office.

(27) *Tax Court.* The term "Tax Court" means the Tax Court of the United States.

(28) *Other terms.* Any term used in this subtitle with respect to the application of, or in connection with, the provisions of any other subtitle of this title shall have the same meaning as in such provisions.

(29) *Internal Revenue Code.* The term "Internal Revenue Code of 1954" means this title, and the term "Internal Revenue Code

of 1939" means the Internal Revenue Code enacted February 10, 1939, as amended.

(b) *Includes and including.* The terms "includes" and "including" when used in a definition contained in this title shall not be deemed to exclude other things otherwise within the meaning of the term defined.

(c) *Commonwealth of Puerto Rico.* Where not otherwise distinctly expressed or manifestly incompatible with the intent thereof, references in this title to possessions of the United States shall be treated as also referring to the Commonwealth of Puerto Rico.

(d) *Cross references*—(1) *Other definitions.* For other definitions, see the following sections of Title 1 of the United States Code:

(1) Singular as including plural, section 1.

(2) Plural as including singular, section 1.

(3) Masculine as including feminine, section 1.

(4) Officer, section 1.

(5) Oath as including affirmation, section 1.

(6) County as including parish, section 2.

(7) Vessel as including all means of water transportation, section 3.

(8) Vehicle as including all means of land transportation, section 4.

(9) Company or association as including successors and assigns, section 5.

(2) *Effect of cross references.* For effect of cross references in this title, see section 7806(a).

[Sec. 7701, as amended by sec. 22 (g), (h), Alaska Omnibus Act (73 Stat. 146, 147)]

§ 301.7701–1 Classification of organizations for tax purposes.

(a) *Person.* The term "person" includes an individual, a corporation, a partnership, a trust or estate, a joint-stock company, an association, or a syndicate, group, pool, joint venture, or other unincorporated organization or group. Such term also includes a guardian, committee, trustee, executor, administrator, trustee in bankruptcy, receiver, assignee for the benefit of creditors, conservator, or any person acting in a fiduciary capacity.

(b) *Standards.* The Internal Revenue Code prescribes certain categories, or classes, into which various organizations fall for purposes of taxation. These categories, or classes, include associations (which are taxable as corporations), partnerships, and trusts. The tests, or standards, which are to be applied in determining the classification in which an organization belongs (whether it is an association, a partnership, a trust, or other taxable entity) are determined under the Internal Revenue Code. Sections 301.7701–2 through 301.770–4 set forth these tests, or standards, which are to be applied in determining whether an organization is (1) an association (see § 301.7701–2), (2) a partnership (see § 301.7701–3), or (3) a trust (see § 301.7701–4).

(c) *Effect of local law.* As indicated in paragraph (b) of this section, the classes into which organizations are to be placed for purposes of taxation are determined under the Internal Revenue Code. Thus, a particular organization might be classified as a trust under the law of one State and a corporation under the law of another State. However, for purposes of the Internal Revenue Code, this organization would be uniformly classed as a trust, an association (and, therefore, taxable as a corporation), or some other entity, depending upon its nature under the classification standards of the Internal Revenue Code. Similarly, the term "partnership" is not limited to the common law meaning of partnership, but is broader in its scope and includes groups not commonly called partnerships. See § 1.761–1 of the Income Tax regulations (Part 1 of this chapter) and § 301.7701–3. The term "corporation" is not limited to the artificial entity usually known as a corporation, but includes also an association, a trust classed as an association because of its nature or its activities, a joint-stock company, and an insurance company. Although it is the Internal Revenue Code rather than local law which establishes the tests or standards which will be applied in determining the classification in which an organization belongs, local law governs in determining whether the legal relationships which have been established in the formation of an organization are such that the standards are met. Thus, it is local law which must be applied in determining such matters as the legal relationships of the members of the organization among themselves and with the public at large, and the interests of the members of the organization in its assets.

§ 301.7701–2 Associations.

(a) *Characteristics of corporations.* (1) The term "association" refers to an organization whose characteristics require it to be classified for purposes of taxation as a corporation rather than as another type of organization such as a partnership or a trust. There are a number of major characteristics found in a pure corporation which, taken together, distinguish it from other organizations. These are: (i) Associates, (ii) an objective to carry on business and divide the gains therefrom, (iii) continuity of life, (iv) centralization of management, (v) liability for corporate debts limited to corporate property, and (vi) free transferability of interests. Whether a particular organization is to be classified as an association must be determined by taking into account the presence or absence of each of these corporate characteristics. The presence or absence of these characteristics will depend upon the facts in each individual case. In addition to the major characteristics set forth in this subparagraph, other factors may be found in some cases which may be significant in classifying an organization as an association, a partnership, or a trust. An organization will be treated as an association if the corporate characteristics are such that the organization more nearly resembles a corporation than a partnership or trust. See Morrissey et al. v. Commissioner (1935) 296 U.S. 344.

(2) Since associates and an objective to carry on business and divide the gains therefrom are essential characteristics of all business organizations (other than the so-called one-man corporation and the sole proprietorship), the absence of either of these essential characteristics is sufficient to cause an organization not to be classified as an association. Some of the major characteristics of a corporation are common to trusts and corporations, and others are common to partnerships and corporations. Characteristics common to trusts and corporations are not material in attempting to distinguish between a trust and an association, and characteristics common to partnerships and corporations are not material in attempting to distinguish between an association and a partnership. For example, since centralization of management, continuity of life, free transferability of interests, and limited liability are generally common to trusts and corporations, the determination of whether a trust which has such characteristics is to be treated for tax purposes as a trust or as an association depends on whether there are associates and an objective to carry on business and divide the gains therefrom. On the other hand, since associates and an objective to carry on business and divide the gains therefrom are common to both corporations and partnerships, the determination of whether an organization which has such characteristics is to be treated for tax purposes as a partnership or as an association depends on whether there exists centralization of management, continuity of life, free transferability of interests, and limited liability.

(3) The rules of this section and §§ 301.7701–3 and 301.7701–4 are applicable only to taxable years beginning after the date of the publication of this section in the FEDERAL REGISTER as a Treasury decision.

(b) *Continuity of life.* (1) An organization has continuity of life if the death, insanity, bankruptcy, retirement, resignation, or expulsion of any member will not cause a dissolution of the organization. On the other hand, if the death, insanity, bankruptcy, retirement, resignation, or expulsion of any member will cause a dissolution of the organization, continuity of life does not exist.

(2) For purposes of this paragraph, dissolution of an organization means an alteration of the identity of an organization by reason of a change in the relationship between its members. For example, since the resignation of a partner from a general partnership destroys the mutual agency which exists between such partner and his copartners and thereby alters the personal relation between the partners which constitutes the identity of the partnership itself, the resignation of a partner dissolves the partnership. A corporation, however, has a continuing identity which is detached from the relationship between its stockholders. The death, insanity, or bankruptcy of a shareholder or the sale of a shareholder's interest has no effect upon the identity of the corporation and, therefore, does not work a dissolution of the organization. An agreement by which an organization is established may provide that the business will be continued by the remaining members if one member withdraws, but such agreement does not establish continuity of life if under local law the withdrawal of a member causes a dissolution of the organization. Thus, there may be a dissolution of the organization and no continuity of life although the business is continued by the remaining members.

(3) An agreement establishing an organization may provide that the organization is to continue for a stated period or until the completion of a stated undertaking or such agreement may provide for the termination of the organization at will or otherwise. In determining whether any member has the power of dissolution, it will be necessary to examine the agreement and to ascertain the effect of such agreement under local law. For example, if the agreement expressly provides that the organization can be terminated by the will of any member, it is clear that the organization lacks continuity of life. However, if the agreement provides that the organization is to continue for a stated period or until the completion of a stated transaction, the organization has continuity of life if the effect of the agreement is that no member has the power to dissolve the organization in contravention of the agreement. Nevertheless, if, notwithstanding such agreement, any member has the power under local law to dissolve the organization, the organization lacks continuity of life.

(c) *Centralization of management.* (1) An organization has centralized management if any person (or any group of persons which does not include all the members) has continuing exclusive authority to make the management decisions necessary to the conduct of the business for which the organization was formed. Thus, the persons who are vested with such management authority resemble in powers and functions the directors of a statutory corporation. The effective operation of a business organization composed of many members generally depends upon the centralization in the hands of a few of exclusive authority to make management decisions for the organization, and therefore, centralized management is more likely to be found in such an organization than in a smaller organization.

(2) The persons who have such authority may, or may not, be members of the organization and may hold office as a result of a selection by the members from time to time, or may be self-perpetuating in office. See Morrissey et al. v. Commissioner (1935) 296 U.S. 344. Centralized management can be acomplished by election to office, by proxy appointment, or by any other means which has the effect of concentrating in a management group continuing exclusive authority to make management decisions.

(3) Centralized management means a concentration of continuing exclusive authority to make independent business decisions on behalf of the organization which do not require ratification by members of such organization. Thus, there is not centralized management when the centralized authority is merely to perform ministerial acts as an agent at the direction of a principal.

(4) There is no centralization of continuing exclusive authority to make management decisions, unless the managers have sole authority to make such decisions. For example, in the case of a corporation or a trust, the concentration of management powers in a board of directors or trustees effectively prevents a stockholder or a trust beneficiary, simply because he is a stockholder or beneficiary, from binding the corporation or the trust by his acts. Likewise, the very nature of a limited partnership achieves effective concentration of management powers, and therefore centralized management, inasmuch as it is only the general partner or partners who can bind the partnership by their acts. However, because of the mutual agency relationship between members of a general partnership, a general partnership cannot achieve effective concentration of management powers and, therefore, centralized management. Usually, the act of any partner within the scope of the partnership business binds all the partners; and even if the partners agree among themselves that the powers of management shall be exclusively in a selected few, this agreement will be ineffective as against an outsider who had no notice of it.

(d) *Limited liability.* (1) An organization has the corporate characteristic of limited liability if there is no member who is personally liable for the debts of or the claims against the organization. Personal liability means that a creditor of an organization may seek personal satisfaction from a member of the organization to the extent that the assets of such organization are insufficient to satisfy the creditor's claim.

(2) For purposes of this paragraph, personal liability does not exist when the only members who are personally liable for the debts of the organization have no substantial assets which could be reached by a creditor of the organization. A member may contribute his services, but no capital, to the organization, but if such member is personally liable for the debts of the organization and has substantial assets, there exists personal liability. Furthermore, if the organization is engaged in financial transactions which involve large sums of money, and if the members who are personally liable have substantial assets, there exists personal liability although the assets of such members would be insufficient to satisfy any substantial portion of the obligations of the organization. However, personal liability does not exist when the members who are personally liable have risked no substantial assets.

(e) *Transferability of interests.* (1) An organization has the corporate characteristic of transferability of interests if each of its members or those members owning substantially all of the interests in the organization have the power, without the consent of other members, to substitute for themselves in the organization a person who is not a member of the organization. In order for this power of substitution to exist in the corporate sense, the member must be able, without the consent of other members, to confer upon his substitute all the attributes of his position in the organization. Thus, the characteristic of transferability of interests does not exist in a case in which each member can, without the consent of other members, assign only his right to share in profits but cannot so assign his rights to participate in the management of the organization. Furthermore, although the agreement provides for the transfer of a member's interest, there is no power of substitution and no transferability of interest if under local law a transfer of a member's interest results in the dissolution of the old organization and the formation of a new organization.

(2) If each member of an organization can transfer his interest to a person who is not a member of the organization only after having offered such interest to the other members at its fair market value, it will be recognized that a modified form of transferability of interests exists. In determining the classification of an organization, the presence of this modified corporate characteristic will be accorded less significance than if such characteristic were present in an unmodified form.

(f) *Cross reference.* See paragraph (b) of § 301.7701-3 for application of the rules relating to corporate characteristics to limited partnerships where the rights and liabilities of the general partners differ from those of the limited partners.

(g) *Examples.* The application of the rules described in this section may be illustrated by the folowing examples:

Example (1). A group of seven doctors forms a clinic for the purpose of furnishing, for profit, medical and surgical services to the public. They each transfer assets to the clinic and their agreement provides that except upon complete liquidation of the organization on the vote of three-fourth's of its members, no member has any individual interest in its assets. Their agreement also provides that neither the death, insanity, bankruptcy, retirement, resignation, nor expulsion of a member shall cause the dissolution of the organization. A member who withdraws does not have the power to dissolve the organization. The management of the clinic is vested exclusively in an executive committee of four members elected by all the members, and no one who is not a member of this commmittee has the power to bind the organization by his acts. Members of the clinic are personally liable for all debts of, or claims against, the clinic. Every member has the right to transfer his interest to a doctor who is not a member of the organization, but he must first advise the organization of the proposed transfer and give it the opportunity on a vote of the majority to purchase the interest at its fair market value. The organization has associates and an objective to carry on business and divide the gains thereform. While it does not have the corporate characteristic of limited liability, it does have the characteristics of centralized management, continuity of life, and a modified form of transferability of interests. The organization will be classified as an association for all purposes of the Internal Revenue Code.

Example (2). A group of seven doctors forms a clinic for the purpose of furnishing, for profit, medical and surgical services to the public. They each transfer assets to the clinic and their agreement provides that except upon complete liquidation of the organization on the vote of three-fourths of its members, no member has any individual interest in its assets. Their agreement also provides that neither the death, insanity, bankruptcy, retirement, resignation, nor expulsion of a member shall cause the dissolution of the organization. However, a member who withdraws does have the power to dissolve the organization. While the agreement provides that the management of the clinic is to be vested exclusively in an executive committee of four members elected by all the members, this provision is ineffective as against outsiders who had no notice of it; and, therefore, the act of any member within the scope of the organization's business binds the organization insofar as such outsiders are concerned. While the agreement declares that each individual doctor alone is liable for acts of malpractice, members of the clinic are, nevertheless, personally liable for all debts of the clinic including claims based on malpractice. No member has the right, without the consent of all the other members, to transfer his interest to a doctor who is not a member of the clinic. The organization has associates and an objective to carry on business and divide the gains therefrom. However, it does not have the corporate characteristics of continuity of life, centralized management, limited liability, and transferability of interests. The organization will be classified as a partnership for all purposes of the Internal Revenue Code.

Example (3). A group of twenty-five lawyers forms an organization for the purpose of furnishing, for profit, legal services to the public. Their agreement provides that the organization will dissolve upon the death, insanity, bankruptcy, retirement, or expulsion of a member. While their agreement provides that the management of the organization is to be vested exclusively in an executive committee of five members elected by all the members, this provision is ineffective as against outsiders who had no notice of it; and, therefore, the act of any member within the scope of the organization's business binds the organization insofar as such outsiders are concerned. Members of the organization are personally liable for all debts, or claims against, the organization. No member has the right, without the consent of all the other members, to transfer his interest to a lawyer who is not a member of the organization. The organization has associates and an objective to carry on business and divide the gains therefrom. However, the four corporate characteristics of limited liability, centralized management, transferability of interests, and continuity of life are absent in this case. The organization will be classified as a partnership for all purposes of the Internal Revenue Code.

Example (4). A group of twenty-five persons forms an organization for the purpose of engaging in real estate investment activities. Each member has the power to dissolve the organization at any time. The management of the organization is vested exclusively in an executive committee of five members elected by all the members, and no one who is not a member of this committee has the power to bind the organization by his acts. Under the applicable local law, each member is personally liable for the obligations of the organization. Every member has the right to transfer his interest to a person who is not a member of the organization, but he must first advise the organization of the proposed transfer and give it the opportunity on a vote of the majority to purchase the interest at its fair market value. The organization has associates and an objective to carry on business and divide the gains therefrom. While the organization does not have corporate characteristics of continuity of life and limited liability, it does have the characteristics of centralized management and a modified form of transferability of interests. Under the circumstances presented, the organization will be classified as a partnership for all purposes of the Internal Revenue Code.

Example (5). A group of twenty-five persons forms an organization for the purpose of engaging in real estate investment activities. Under their agreement, the organization is to have a life of twenty years, and under the applicable local law, no member has the power to dissolve the organization prior to the expiration of that period. The management of the organization is vested exclusively in an executive committee of five members elected by all the members, and no one who is not a member of this committee has the power to bind the organization by his acts. Under the applicable local law, each member is personally liable for the obligations of the organization. Every member has the right to transfer his interest to a person who is not a member of the organization, but he must first advise the organization of the proposed transfer and give it the opportunity on a vote of the majority to purchase the interest at its fair market value. The organization has associates and an objective to carry on business and divide the gains therefrom. While the organization does not have the corporate characteristic of limited liability, it does have continuity of life, centralized management, and a modified form of transferability of interests. The organization will be classified as an association for all purposes of the Internal Revenue Code.

Example (6). A group of twenty-five persons forms an organization for purposes of engaging in real estate investment activities. Each member has the power to dissolve the organization at any time. The management of the organization is vested exclusively in an executive committee of five members elected by all the members, and no one who is not a member of this committee has the power to bind the organization by his acts. Under the applicable local law, the liability of each member for the obligations of the organization is limited to paid and subscribed capital. Every member has the right to transfer his interest to a person who is not a member of the organization, but he must first advise the organization of the proposed transfer and give it the opportunity on a vote of the majority to purchase the interest at its fair market value. The organization has associates and an objective to carry on business and divide the gains therefrom. While the organization does not have the characteristic of continuity of life, it does have limited liability, centralized management, and a modified form of transferability of interests. The organization will be classified as an association for all purposes of the Internal Revenue Code.

Example (7). A group of twenty-five persons forms an organization for the purpose of investing in securities so as to educate the members in principles and techniques of investment practices and to share the income from such investments. While the agreement states that the organization will operate until terminated by a three-fourth's vote of the total membership and will not terminate upon the withdrawal or death of any member, a member has the power to dissolve the organization at any time. The business of the organization is carried on by the members at regular monthly meetings and buy or sell action may be taken only when voted by a majority of the organization's membership present. Elected officers perform only ministerial functions such as presiding at meetings and carrying out the directions of the members. Members of the organization are personally liable for all debts of, or claims against, the organization. No member may transfer his membership. The organization has associates and an objective to carry on business and divide the gains therefrom. However, the organization does not have the corporate characteristics of limited liability, transferability of interests, continuity of life, and centralized management. The organization will be treated as a partnership for all purposes of the Internal Revenue Code.

§ 301.7701-3 Partnerships.

(a) *In general.* The term "partnership" is broader in scope than the common law meaning of partnership and may include groups not commonly called partnerships. Thus, the term "partnership" includes a syndicate, group, pool, joint venture, or other unincorporated organization through or by means of which any business, financial operation, or venture is carried on, and which is not a corporation or a trust or estate within the meaning of the Internal Revenue Code of 1954. A joint undertaking merely to share expenses is not a partnership. For example, if two or more persons jointly construct a ditch merely to drain surface water from their properties, they are not partners. Mere co-ownership of property which is maintained, kept in repair, and rented or leased does not constitute a partnership. For example, if an individual owner, or tenants in common, of farm property lease it to a farmer for a cash rental or a share of the crops, they do not necessarily create a partnership thereby. Tenants in common, however, may be partners if they actively carry on a trade, business, financial operation, or venture and divide the profits thereof. For example, a partnership exists if co-owners of an apartment building lease space and in addition provide services to the occupants either directly or through an agent.

(b) *Limited partnerships*—(1) *In general.* An organization which qualifies as a limited partnership under State law may be classified for purposes of the Internal Revenue Code as an ordinary partnership or as an association. Such a limited partnership will be treated as an association if, applying the principles set forth in § 301.7701-2, the organization more nearly resembles a corporation than an ordinary partnership or other business entity.

(2) *Examples.* The principles of this paragraph may be illustrated by the following examples:

Example (1). Three individuals form an organization which qualifies as a limited partnership under the laws of the State in which the organization was formed. The purpose of the organization is to acquire and operate various pieces of commercial and other investment property for profit. Each of the three individuals who are general partners invests $100,000 in the enterprise. Five million dollars of additional capital is raised through contributions of $100,000 or more by each of thirty limited partners. The three general partners are personally capable of assuming a substantial part of the obligations to be incurred by the organization. While a limited partner may assign his right to receive a share of the profits and a return of his contribution, his assignee does not become a substituted limited partner except with the unanimous consent of the general partners. The life of the organization as stated in the certificate is 20 years, but the death, insanity, or retirement of a general partner prior to the expiration of the 20-year period will dissolve the organization. The general partners have exclusive authority to manage the affairs of the organization but can act only upon the unanimous consent of all of them. The organization has associates and an objective to carry on business and divide the gains therefrom, which characterize both partnerships and corporations. While the organization has the corporate characteristic of centralized management, it does not have the characteristics of continuity of life, transferability of interests, or limited liability. The organization will be classified as a partnership for all purposes of the Internal Revenue Code.

Example (*2*). Three individuals form an organization which qualifies as a limited partnership under the laws of the State in which the organization was formed. The purpose of the organization is to acquire and operate various pieces of commercial and other investment property for profit. The certificate provides that the life of the organization is to be 40 years, and the organization is not to dissolve prior to that time upon the death, insanity, or retirement of a general partner. Each of the three individuals who is a general partner invests $50,000 in the enterprise and has means to satisfy the business obligations of the organization to a substantial extent. Five million dollars of additional capital is raised through the sale of freely transferable interests in amounts of $10,000 or less to limited partners. Nine hundred such interests are sold. The interests of the 900 limited partners are fully transferable, that is, a transferee acquires all the attributes of the transferor's position in the organization. The general partners have exclusive control over management of the business, their interests are not transferable, and their liability for debts of the organization is not limited to their capital contributions. The organization has associates and an objective to carry on business and divide the gains therefrom. It does not have the corporate characteristic of limited liability. It has centralized management, however, since the three general partners exercise exclusive control over the management of the business. The organization also has continuity of life. While the interests of the general partners are not transferable, the transferability test of an association is substantially met since substantially all of the interests in the organization are represented by transferable interests. The organization will be classified as an association for all purposes of the Internal Revenue Code.

(c) *Partnership associations*. The laws of a number of States provide for the formation of organizations commonly known as partnership associations. Such a partnership association will be treated as an association if, applying the principles set forth in § 301.7701-2, the organization more nearly resembles a corporation than the other types of business entities.

(d) *Partner*. The term "partner" means a member of a partnership.

§ 301.7701-4 Trusts.

(a) *Ordinary trusts*. In general, the term "trust" as used in the Internal Revenue Code refers to an arrangement created either by a will or by an inter vivos declaration whereby trustees take title to property for the purpose of protecting or conserving it for the beneficiaries under the ordinary rules applied in chancery or probate courts. Usually the beneficiaries of such a trust do no more than accept the benefits thereof and are not the voluntary planners or creators of the trust arrangement. However, the beneficiaries of such a trust may be the persons who create it and it will be recognized as a trust under the Internal Revenue Code if it was created for the purpose of protecting or conserving the trust property for beneficiaries who stand in the same relation to the trust as they would if the trust had been created by others for them. Generally speaking, an arrangement will be treated as a trust under the Internal Revenue Code if it can be shown that the purpose of the arrangement is to vest in trustees responsibility for the protection and conservation of property for beneficiaries who cannot share in the discharge of this responsibility and, therefore, are not associates in a joint enterprise for the conduct of business for profit.

(b) *Business trusts*. There are other arrangements which are known as trusts because the legal title to property is conveyed to trustees for the benefit of beneficiaries, but which are not classified as trusts for purposes of the Internal Revenue Code because they are not simply arrangements to protect or conserve the property for the beneficiaries. These trusts, which are often known as business or commercial trusts, generally are created by the beneficiaries simply as a device to carry on a profit-making business which normally would have been carried on through business organizations that are classified as corporations or partnerships under the Internal Revenue Code. However, the fact that the corpus of the trust is not supplied by the beneficiaries is not sufficient reason in itself for classifying the arrangement as an ordinary trust rather than as an association or partnership. The fact that any organization is technically cast in the trust form, by conveying title to property to trustees for the benefit of persons designated as beneficiaries, will not change the real character of the organization if, applying the principles set forth in §§ 301.7701-2 and 301.7701-3, the organization more nearly resembles an association or a partnership than a trust.

(c) *Examples*. The application of the rules described in paragraphs (a) and (b) of this section may be illustrated by the following examples:

Example (*1*). A grantor transfers a department store to trustees to hold in trust for the benefit of his four children, the income to be accumulated until the youngest of the four children reaches the age of 25. The trustees have broad powers to manage and to sell or exchange the property and to invest and reinvest the proceeds thereof. The beneficiaries have no functions in the management of the trust corpus, they cannot terminate the trust or change the trustees, and their interests are nonassignable. Their liability for debts of the trust do not extend beyond the assets of the trust. The arrangement, like all trusts, has some of the characteristics of a corporation. For example, management is centralized in the trustees, the organization has continuity of life, and liability for debts is limited to the trust property. However, the beneficiaries, who are the beneficial owners of the property, are not associates within the meaning of that term as a corporate characteristic. The beneficiaries have not themselves entered into a joint enterprise for the transaction of business for profit. The various restrictions placed on the rights of the beneficiaries (no power to assign their interests, terminate the trust, or change the trustees, and no functions in the management of the trust) are factors which support the view that this is not a joint enterprise for the transaction of business for profit by the beneficiaries as associates. The organization will be treated as a trust for purposes of the Internal Revenue Code.

Example (2). A grantor transfers a department store to his two eldest sons who are designated by the agreement as trustees to hold the business in trust for the benefit of the grantor's four sons and his four grandchildren. Under the agreement each of the four sons has a 20 percent interest and each of the four grandchildren has a five percent interest in the trust corpus. The income which remains after retaining such amounts as the trustees consider necessary for the business is currently distributable to the beneficiaries. Every member has the right to transfer his interest to a particular person who is not a member of the organization, but he must first advise the organization of the proposed transfer and give it the opportunity on a vote of beneficiaries who hold more than 50 percent of the interests in the trust corpus to purchase the interest at its fair market value. Under the applicable local law, liability of the beneficiaries to creditors is limited to the property of the trust organization. The agreement provides that trustees may be replaced, or a vacancy in a trusteeship filled, by vote of beneficiaries who hold more than 50 percent of the interests in the trust corpus. The agreement provides that the trust will terminate only by vote of beneficiaries who hold more than 75 percent of the interests in the trust corpus. The applicable local law recognizes this agreement. The purpose of the grantor in establishing this trust organization was to transfer his business to his sons and grandchildren by making them associates in a joint enterprise for the conduct of business for profit. This purpose is made clear by several of the rights granted to the beneficiaries under the agreement including the provisions relating to transferability of interests, replacement of trustees, and termination of the trust arrangement. The organization will not be treated as a trust for purposes of the Internal Revenue Code. The organization has associates, an objective to carry on business and divide the gains therefrom, centralized management, continuity of life, limited liability, and a modified form of transferability of interest. Accordingly, the organization will be treated as an association rather than a partnership for all purposes of the Internal Revenue Code.

(d) *Certain investment trusts*. Investment trusts that do not qualify as regulated investment companies under sections 851, 852, and 855 of the Internal Revenue Code, or are not common trust funds within the scope of section 584 of the Internal Revenue Code, are not ordinary trusts within the meaning of this section if the trustees are authorized to make any change in investment other than the mere liquidation of investments. Consequently, an investment trust of the type commonly known as a management trust and a trust of the type commonly known as a fixed investment trust is not an ordinary trust if there is power under the trust agreement to vary the investment of the certificate holders. See Commissioner v. North American Bond Trust (C.C.A. 2d 1941) 122 F. 2d 545, Cert. Den. 314 U.S. 701.

(e) *Liquidating trusts*. Certain organizations which are commonly known as liquidating trusts are treated as trusts for purposes of the Internal Revenue Code. An organization will be considered a liquidating trust if it is organized for the primary purpose of liquidating and distributing the assets transferred to it, and if its activities are all reasonably necessary to, and consistent with, the accomplishment of that purpose. A liquidating trust is treated as a trust for purposes of the Internal Revenue Code because it is formed with the objective of liquidating particular assets and not as an organization having as its purpose the carrying on of a profit-making business which normally would be conducted through business organizations classified as corporations or partnerships. However, if the liquidation is unreasonably prolonged or if the liquidation purpose becomes so obscured by business activities that the declared purpose of liquidation can be said to be lost or abandoned, the status of the organization will no longer be that of a liquidating trust. Bondholders' protective committees, voting trusts, and other agencies formed to protect the interests of security holders during insolvency, bankruptcy, or corporate reorganization proceedings are analogous to liquidating trusts but if subsequently utilized to further the control or profitable operation of a going business on a permanent continuing basis, they will lose their classification as trusts for purposes of the Internal Revenue Code.

§ 301.7701-5 Domestic, foreign, resident, and nonresident persons.

A domestic corporation is one organized or created in the United States, including only the States (and during the periods when not States, the Territories of Alaska and Hawaii), and the District of Columbia, or under the law of the United States or of any State or Territory. A foreign corporation is one which is not domestic. A domestic corporation is a resident corporation even though it does no business and owns no property in the United States. A foreign corporation engaged in trade or business within the United States is referred to in the regulations in this chapter as a resident foreign corporation, and a foreign corporation not engaged in trade or business within the United States, as a nonresident foreign corporation. A partnership engaged in trade or business within the United States is referred to in the regulations in this chapter as a resident partnership, and a partnership not engaged in trade or business within the United States, as a nonresident partnership. Whether a partnership is to be regarded as resident or nonresident is not determined by the nationality or residence of its members or by the place in which it was created or organized. The term "nonresident alien", as used in the regulations in this chapter, includes a nonresident alien individual and a nonresident alien fiduciary.

§ 301.7701-6 Fiduciary.

"Fiduciary" is a term which applies to persons who occupy positions of peculiar confidence toward others, such as trustees, executors, and administrators. A fiduciary is a person who holds in trust an estate to which another has the beneficial title or in which another has a beneficial interest, or receives and controls income of another, as in the case of receivers. A committee or guardian of the property of an incompetent person is a fiduciary.

§ 301.7701-7 Fiduciary distinguished from agent.

There may be a fiduciary relationship between an agent and a principal, but the word "agent" does not denote a fiduciary. An agent having entire charge of property, with authority to effect and execute leases with tenants entirely on his own responsibility and without consulting his principal, merely turning over the net profits from the property periodically to his principal by virtue of authority conferred upon him by a power of attorney, is not a fiduciary within the meaning of the Internal Revenue Code. In cases where no legal trust has been created in the estate controlled by the agent and attorney, the liability to make a return rests with the principal.

§ 301.7701-8 Military or naval forces and Armed Forces of the United States.

The term "military or naval forces of the United States" and the term "Armed Forces of the United States" each includes all regular and reserve components of the uniformed services which are subject to the jurisdiction of the Secretary of Defense, the Secretary of the Army, the Secretary of the Navy, or the Secretary of the Air Force. The terms also include the Coast Guard. The members of such forces include commissioned officers and the personnel below the grade of commissioned officer in such forces.

§ 301.7701-9 Secretary or his delegate.

(a) The term "Secretary or his delegate" means the Secretary of the Treasury, or any officer, employee, or agency of the Treasury Department duly authorized by the Secretary (directly, or indirectly by one or more redelegations of authority) to perform the function mentioned or described in the context, and the term "or his delegate" when used in connection with any other official of the United States shall be similarly construed.

(b) In any case in which a function is vested by the Internal Revenue Code of 1954 or any other statute in the Secretary or his delegate, and Treasury regulations or Treasury decisions approved by the Secretary or his delegate provide that such function may be performed by the Commissioner, assistant commissioner, regional commissioner, assistant regional commissioner, district director, or by a designated officer or employee in the office of any such officer, such provision in the regulations or Treasury decision shall constitute a delegation by the Secretary of the authority to perform such function to the designated officer or employee. If such authority is delegated to any officer or employee performing services under the supervision and control of the Commissioner, such provision in the regulations or Treasury decision shall constitute a delegation by the Secretary to the Commissioner of the authority to perform such function and a redelegation thereof by the Commissioner to the designated officer or employee.

(c) An officer or employee, including the Commissioner, authorized by regulations or Treasury decision to perform a function shall have authority to redelegate the performance of such function to any officer or employee performing services under his supervision and control, unless such power to so redelegate is prohibited or restricted by proper order or directive. The Commissioner may also redelegate authority to perform such function to other officers or employees under his supervision and control and to the extent he deems proper, may authorize further redelegation of such authority.

(d) The Commissioner may prescribe such limitations as he deems proper on the extent to which any officer or employee under his supervision and control shall perform any such function, but, in the case of an officer or employee designated in regulations or Treasury decision as authorized to perform such function, such limitations shall not render invalid any performance by such officer or employee of the function which, except for such limitations, such officer or employee is authorized to perform by such regulations or Treasury decision in effect at the time the function is performed.

§ 301.7701-10 District director.

The term "district director" means the district director of internal revenue for an internal revenue district. The term also includes the Director of International Operations.

§ 301.7701-11 Other terms.

Any terms which are defined in section 7701 and which are not defined in §§ 301.7701-1 through 301.7701-10 shall, when used in this chapter, have the meanings assigned to them in section 7701.

[F.R. Doc. 59-10884; Filed, Dec. 22, 1959; 8:49 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 937]

HANDLING OF NECTARINES GROWN IN CALIFORNIA

Notice of Proposed Additions to Rules and Regulations

Notice is hereby given that the Department is considering approval of the rules and regulations, as hereinafter set forth, which would be in addition to the rules and regulations (Subpart—Rules and Regulations; 7 CFR 937.110) currently in effect pursuant to the applicable provisions of the marketing agreement and Order No. 37 (7 CFR Part 937) regulating the handling of nectarines grown in California. This is a regulatory program effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The additional rules and regulations which have been adopted by the Nectarine Administrative Committee, established under the said marketing agreement and order as the agency to administer the terms and provisions thereof, are as follows:

§ 937.102 Procedure for nominating members and alternate members for the Nectarine Administrative Committee and the Shippers' Advisory Committee.

(a) The manager of the Nectarine Administrative Committee shall arrange for, and publicize, meetings of growers and shippers for the purpose of nominating members and alternate members for the Nectarine Administrative Committee and the Shippers' Advisory Committee. One growers nomination meeting shall be held in each district. The shippers nomination meeting shall be held in the district which, during the preceding year, produced the most nectarines. So far as possible, these meetings shall be held jointly with nomination meetings scheduled by the Control Committee, established under Order No. 36, as amended (7 CFR Part 936), known as the California Tree Fruit Agreement. Each such meeting shall be attended by one or more employees of the Nectarine Administrative Committee. Members of the Agricultural Extension Service of the University of California may be authorized by the Manager to assist in publicizing such meetings.

(b) Eligible voters assembled at nomination meetings may select a chairman and secretary, but in the event none of the aforesaid employees of the Nectarine Administrative Committee is selected as secretary, one such employee shall, nevertheless, record all nominations made.

(c) The nominations at any meeting shall be conducted according to Roberts Rules of Order. Voting may be by secret ballot or by acclamation in accordance with the desire of the majority of the eligible voters attending the meeting.

(d) No individual, whether representing a corporation or otherwise, may cast more than one vote for each nominee to be selected at the meeting where such individual is eligible to participate in the selection of nominees.

§ 937.105 Redefinition of certain districts.

The boundaries of Districts 1 and 2 are redefined as follows:

(a) District 1 shall include the Counties of Madera, Fresno, and Kings and that portion of Tulare County north of the 4th Standard Parallel south of the Mount Diablo Base Line of the General Land Office.

(b) District 2 shall include that portion of Tulare County not included in District 1.

§ 937.107 Changes in the representation of certain districts.

The representation or membership on the Nectarine Administrative Committee is changed to provide for:

(a) Four (4) members and their respective alternates shall be producers of nectarines in District 1;

(b) One (1) member and his alternate shall be producers of nectarines in District 2;

(c) One (1) member and his alternate shall be producers of nectarines in District 3;

(d) One (1) member and his alternate shall be producers of nectarines in District 4;

(e) One (1) member and his alternate shall be producers of nectarines in District 5.

§ 937.115 Lot stamping.

Except when loaded directly into railway cars or exempted under § 937.110, containers of nectarines shall be plainly stamped, prior to shipment, with a Federal-State Inspection Service lot stamp number, assigned by such Service, showing that such nectarines have been inspected in accordance with § 937.55.

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposed additions to the rules and regulations should do so by forwarding same to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, Room 2077, South Building, Washington 25, D.C., not later than the tenth day after publication of this notice in the FEDERAL REGISTER.

Dated: December 18, 1959.

S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 59-10872; Filed, Dec. 22, 1959; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 600]

[Airspace Docket No. 59-FW-67]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6018 of the Regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 18 presently extends, in part, from Quitman, Tex., to Shreveport, La. The Federal Aviation Agency is considering designating a south alternate airway to this segment of Victor 18 via the Quitman VOR 109° and the Shreveport 246° radial. This action would provide an alternate airway for climbing and descending aircraft en route to, departing from and overflying the Shreveport terminal area. The control areas associated with this airway are so designated that they would automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

If this action is taken, VOR Federal airway No. 18 would be modified by designating a south alternate between Quitman, Tex., and Shreveport, La., via the Quitman VOR 109° and the Shreveport VOR 246° radials.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10840; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 59-FW-36]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6020 of the Regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 20 extends in part, from Montgomery, Ala., to Royston, Ga. The Federal Aviation Agency is considering the designation of a north alternate to the segment of Victor 20 between Montgomery, Ala., and Atlanta, Ga., via the Montgomery VOR 028° and the Atlanta VOR 248° radials and the realignment of the segment of Victor 20 from Atlanta to Royston via direct station to station radials. This is part of a plan to revise and increase the air traffic flow capabilities into and from the Atlanta terminal area. The designation of a north alternate to Victor 20 from Montgomery to Atlanta would provide an airway for separating climbing and descending aircraft from aircraft operating on the main airway. The realignment of the Atlanta-Royston segment of Victor 20 would provide a direct route from Atlanta to Royston and would provide more precise navigational guidance. The control areas associated with VOR Federal airway No. 20 are so designated that they would automatically conform to the modified airway. Accordingly, no amendment relating to such control areas would be necessary.

If this action is taken, a north alternate to VOR Federal airway No. 20 would be designated from Montgomery, Ala., to Atlanta, Ga., via the intersection of the Montgomery VOR 028° and the Atlanta VOR 248° radials and the segment of Victor 20 from Atlanta VOR, to the Royston VOR would be designated direct station-to-station.

Interested persons may submit such written data, views or arguments as they may desire. Comunications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1639, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10839; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 59-LA-33]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6230 of the Regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 230 extends, in part, from the Los Banos, Calif., VOR direct to the Fresno, Calif., VOR. The Federal Aviation Agency has under consideration realignment of this segment of Victor 230 from the Los Banos VOR via the intersection of the Los Banos VOR 086° and the Fresno VOR 258° radials to the Fresno VOR, at its new location at latitude 36°51′19″ N., longitude 119°46′40″ W. This alignment would provide the required separation between aircraft on the airway and jet aircraft using the primary jet aircraft departure route from Castle Air Force Base, Calif. The control areas associated with Victor 230 are so designated that they would automatically conform to the modified airway. Accordingly, no amendment relating to such control areas would be necessary.

If this action is taken, the segment of VOR Federal airway No. 230 under consideration would extend from the Los Banos, Calif., VOR via the intersection of the Los Banos VOR 086° and the Fresno, Calif., VOR 258° radials; to the Fresno VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10841; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 59-WA-419]

CONTROL AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.1065 of the Regulations of the Administrator, the substance of which is stated below.

The present Biloxi, Miss., control area extension includes airspace within a 25-mile radius of the Keesler, Miss., radio range excluding that portion which would overlie Warning Area (W-453). The Federal Aviation Agency has under consideration modification of the Biloxi control area extension to include the additional area within the United States adjacent to and southeast of the present Biloxi control area extension bounded on the northwest by VOR Federal airway No. 22 and on the east by longitude 88°30′00″ W. This modification of the Biloxi control area extension would provide protection for aircraft operating under instrument flight rules conditions when arriving and departing Keesler AFB.

If this action is taken, the Biloxi, Miss., control area extension would be redesignated within a 25-mile radius of the Keesler AFB, Biloxi, Miss., and within the area adjacent to and southeast of the 25-mile radius control area extension, bounded on the northwest by VOR Federal airway No. 22, and on the east by longitude 88°30′00″ W., excluding the portions which would lie outside the United States.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue N.W., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10836; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 59-NY-29]

CONTROL AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.1251 of the Regulations of the Administrator, the substance of which is stated below.

The Mansfield, Ohio, control area extension presently includes that airspace within a 15-mile radius of the Mansfield VOR with an extension 25 miles to the southeast and the airspace west of Mansfield VOR bounded on the southeast by VOR Federal airway No. 246, on the southwest by VOR Federal airway No. 279, and on the north by VOR Federal airway No. 8. The Federal Aviation Agency has under consideration modification of the Mansfield control area extension by enlarging it to include additional airspace to the south and west of the Mansfield VOR, bounded on the east by VOR Federal airway No. 133, on the south by VOR Federal airway No. 210, on the west by VOR Federal airway No. 47, and on the north by VOR Federal airway No. 8. This modification would provide additional controlled airspace for radar vectoring of arrival and departure traffic at the Dayton, Wright-Patterson, Columbus and Lockbourne, Ohio, terminals.

If this action is taken, the Mansfield, Ohio, control area extension would be designated to include all that area within a 15-mile radius of the Mansfield VOR including the area within 5 miles either side of the 130° radial of the VOR extending from the VOR to a point 25 miles southeast and that area south and west of the Mansfield VOR bounded on the east by VOR Federal airway No. 133, on the south by VOR Federal airway No. 210, on the west by VOR Federal airway No. 47, and on the north by VOR Federal airway No. 8.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10834; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 59-WA-188]

CONTROL AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.1360 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency is considering extending the Abilene, Tex., control area to the north and southeast to provide protection for jet aircraft departing and arriving Dyess AFB, Abilene, Tex., and Webb AFB, Big Springs, Tex. The Abilene control area presently includes the airspace within a 35-mile radius of the Abilene VOR including the airspace southwest of Abilene bounded on the northwest by VOR Federal airway No. 66, on the southwest by VOR Federal airway No. 76 north alternate and the San Angelo control area extension, on the south by VOR Federal airway No. 76 and on the east by a line extending through points at latitude 31°59′45″ N., longitude 99°42′00″ W., and latitude 31°15′00″ N., longitude 99°52′00″ W., and including the airspace north of Abilene lying within 5 miles either side of the Abilene VOR 011° and the Guthrie, Okla., VOR 136° radials, extending from the Abilene VOR to the Guthrie VOR. The proposed extensions to the Abilene control area would include that airspace southeast of Abilene bounded on the north by VOR Federal airway No. 94, on the east by VOR Federal airway No. 163; and on the south by Victor 76 north alternate, and the San Angelo control area extension, on the northwest by Victor 66, and that airspace north of Abilene bounded on the southeast by VOR Federal airway No. 77, on the north by VOR Federal airway No. 278 and 102, and on the southwest by VOR Federal airway No. 62.

Concurrent with this action, the Brownwood, Tex., control area extension would be revoked as an assignment of airspace since this control area would be encompassed by the proposed Abilene control area extension and would be an unnecessary duplication of control area designation.

If these actions are taken, the Abilene, Tex., control area extension would be redesignated within a 35-mile radius of the Abilene VOR including the airspace southeast of Abilene bounded on the north by VOR Federal airway No. 94, on the east by VOR Federal airway No. 163, and on the south by VOR Federal airway No. 76 north alternate and the San Angelo control area extension, and on the northwest by VOR Federal airway No. 66 and that airspace north of Abilene bounded on the southeast by VOR Federal airway No. 77, on the north by VOR Federal airway No. 278 and 102, and on the southwest by VOR Federal airway No. 62. Concurrently, the Brownwood, Tex., control area extension (§ 601.1104) would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10835; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 59-LA-17]

CONTROL AREAS AND CONTROL ZONES

Designation and Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 601 and §§ 601.1983 and 601.1984 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration designation of a control area extension and modification of the existing control zone at Klamath Falls, Oreg. The proposed control area extension would include the airspace within a 40-mile radius of the Klamath Falls VOR. It would provide protection for jet and conventional aircraft arriving and departing Kingsley Airport under instrument flight rule conditions. The present Klamath Falls control zone associated with Kingsley Airport is designated within a 3-mile radius of the airport. It is proposed to increase this control zone to a radius of 5 miles to provide additional protection for the increasing jet air traffic operations at Kingsley Airport.

If these actions are taken, a control area extension would be designated within a 40-mile radius of the Klamath Falls, Oreg., VOR, and the present Klamath Falls control zone which is designated within a 3-mile radius of the Kingsley Airport, would be redesignated to include that airspace within a 5-mile radius of the Kingsley Airport.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agéncy, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10838; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 59-AN-8]

CONTROL ZONES

Designation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.1984 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration the designation of a 5-mile radius control zone at Juneau, Alaska, to provide protection for aircraft conducting IFR approaches and for departures at Juneau Municipal Airport. A control zone is not presently designated at Juneau.

If this action is taken, the Juneau, Alaska, control zone would be designated within a 5-mile radius of the Juneau Municipal Airport, Juneau, Alaska.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 440, Anchorage, Alaska. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue N.W., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10837; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-FW-10]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation of Segment

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.109, 601.109 and 601.4109 of the Regulations of the Administrator, the substance of which is stated below.

Amber Federal airway No. 9 is presently designated, in part, from Charleston, S.C., to Wilmington, N.C. The Federal Aviation Agency has under consideration the revocation of the segment of Amber 9 and its associated control areas from Charleston, to Wilmington, N.C. The Federal Aviation Agency IFR peak day airway traffic survey for the period July 1, 1958, to June 30, 1959, showed less than 7 aircraft movements on this segment of Amber 9. On the basis of this survey, it appears that the retention of this segment and its associated control areas is unjustified as an assignment of airspace and that the revocation thereof would be in the public interest.

If this action is taken, the segment of Amber 9 and its associated control areas from Charleston to Wilmington would be revoked. Concurrent with this action, the reporting points associated with this segment of Amber 9, the Myrtle Beach, S.C., nondirectional radio beacon and the Wilmington, N.C., nondirectional radio beacon, would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10842; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-FW-11]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation of Segments

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.216, 601.216, and 601.4216 of the Regulations of the Administrator, the substance of which is stated below.

Red Federal airway No. 16 extends in part from Tallahassee, Fla., to Albany, Ga., and from Augusta, Ga., to Florence, N.C. The Federal Aviation Agency has under consideration the revocation of Red 16 between Tallahassee and Albany, Ga., and between Augusta and Florence, S.C. The Federal Aviation Agency IFR peak day airway traffic survey for the period July 1, 1958, to June 30, 1959, showed less than 8 aircraft movements on the Tallahassee-Albany segment and less than 12 aircraft movements on the Augusta-Florence segment. On the basis of this survey, it appears that the retention of these airway segments and their associated control areas is unjustified as assignments of airspace and that the revocation thereof would be in the public interest. Concurrent with this action it is proposed to revoke the reporting points which are based on radio ranges at the following locations: Albany, Ga., Macon, Ga., Augusta, Ga., and Columbia, S.C.

If such action is taken the segments of Red 16 and their associated control areas from Tallahassee, Fla., to Albany, Ga., and from Augusta, Ga., to Florence, S.C., would be revoked. Concurrently, the Albany, Ga., Macon, Ga., Augusta, Ga., and Columbia, S.C., radio ranges would be revoked as reporting points on Red 16.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10843; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-FW-14]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation of Segment

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.603, 601.603, and 601.4603 of the Regulations of the Administrator, the substance of which is stated below.

Blue Federal airway No. 3 extends in part from Miami, Fla., to Tallahassee, Fla. The Federal Aviation Agency is considering revoking the segment of Blue 3 from Tampa, Fla., to Tallahassee, Fla. The Federal Aviation Agency IFR peak day airway traffic survey during the period July 1, 1958, to June 30, 1959, showed less than 12 aircraft movements for this segment of Blue 3. On the basis of this survey, it appears that the retention of this airway segment and its associated control areas is unjustified as an assignment of airspace and that revocation thereof would be in the public interest. Concurrent with this action, the Cross City, Fla., radio range would be revoked as a reporting point.

If this action is taken, the segment of Blue 3 and its associated control areas between Tampa, Fla., and Tallahassee, Fla., would be revoked and Cross City, Fla., would be revoked as a designated reporting point.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10844; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-LA-55]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the Regulations of the Administrator, the substance of which is stated below.

Red Federal airway No. 4 presently extends from Las Vegas, N. Mex., to the Cuervo, N. Mex., Intersection. The Federal Aviation Agency has under consideration the revocation of Red 4. The Federal Aviation Agency IFR peak day survey during the period July 1, 1958, through June 30, 1959, showed one aircraft movement on Red 4. On the basis of the survey, it appears that the retention of this airway and its associated control areas is unjustified as an assignment of airspace and that the revocation thereof would be in the public interest. In addition, § 601.4204 relating to reporting points would be revoked.

If such action is taken, Red Federal airway No. 4, its associated control areas and reporting points would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. Thomas,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10846; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59–LA–56]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the Regulations of the Administrator, the substance of which is stated below.

Red Federal airway No. 80 presently extends from Helena, Mont., to Miles City, Mont. The Federal Aviation Agency has under consideration the revocation of Red 80. The Federal Aviation Agency IFR peak day survey during the period July 1, 1958, through June 30, 1959, showed no aircraft movements on this airway. On the basis of this survey, it appears that the retention of this airway and its associated control areas is unjustified as an assignment of airspace, and that the revocation thereof would be in the public interest. In addition, § 601.4280 relating to reporting points would be revoked.

If this action is taken, Red Federal airway No. 80, its associated control areas and reporting points would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue, N.W., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. Thomas,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10847; Filed, Dec. 22, 1959; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59–LA–54]

FEDERAL AIRWAYS, CONTROL AREAS AND REPORTING POINTS

Revocation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the Regulations of the Administrator, the substance of which is stated below.

Red Federal airway No. 83 presently extends from the White Tank, Ariz., intersection to Tucson, Ariz. The Federal Aviation Agency has under consideration the revocation of Red 83. The Federal Aviation Agency IFR peak day survey during the period July 1, 1958, through June 30, 1959, showed less than 7 aircraft movements on Red 83.

On the basis of the survey, it appears that the retention of this airway and its associated control areas is unjustified as an assignment of airspace and that the revocation thereof would be in the public interest. In addition, § 601.4283 relating to reporting points would be revoked.

If this action is taken, Red Federal airway No. 83, its associated control areas and reporting points would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. Thomas,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10850; Filed, Dec. 22, 1959; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59–KC–57]

FEDERAL AIRWAYS AND CONTROL AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6181 and 601.6181 of the Regulations of the Adminstrator, the substance of which is stated below.

VOR Federal airway No. 181 presently extends from Sioux Falls, S. Dak., to Watertown, S. Dak. The Federal Aviation Agency has under consideration the extension of Victor 181 and its associated control areas from the Watertown, VOR, to the Fargo, N. Dak., VOR. The extension of Victor 181 would provide an interconnecting airway route between Watertown and Fargo where none exists, and provide protection for air traffic now conducting off-airway direct flight between these points.

If this action is taken, VOR Federal airway No. 181 and its associated control areas would be designated from Sioux Falls, S. Dak., via Watertown, S. Dak., to Fargo, N. Dak.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10846; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-NY-25]

FEDERAL AIRWAYS AND CONTROL AREAS

Designation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration designation of the United States portion of VOR Federal airway No. 488 from a VOR proposed to be installed approximately March 15, 1960, near Sherbrooke, Canada, at latitude 45°11′00″ N. longitude 71°56′00″ W. to a VOR proposed to be installed approximately June 15, 1960, near Millinocket, Maine, at latitude 45°35′12″ N. and longitude 68°30′56″ W. The designation of this airway will establish a VOR route between Montreal, Canada, and Millinocket, Maine, via Sherbrooke, Canada, to serve VOR equipped aircraft operating between these terminals. The Department of Transport of the Canadian Government agrees to the designation of this VOR airway and will designate the portion which would lie within the province of Quebec.

If this action is taken, VOR Federal airway No. 488 and its associated control areas will be designated within the United States from Sherbrooke, Canada, to Millinocket, Maine.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10848; Filed, Dec. 22, 1959; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-239]

FEDERAL AIRWAYS AND CONTROL AREAS

Designation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration designation of VOR Federal airway No. 478 from the Falmouth, Ky., VOR to a VOR to be installed approximately July 15, 1960, near Newcombe, Ky., at latitude 38°09′30″ N., longitude 82°54′37″ W. This Victor airway combined with VOR Federal airways No. 97 east alternate and No. 4 would complete a dual airway structure for air traffic operating between the Charleston, W. Va., and Cincinnati, Ohio, terminals, thereby improving the air traffic flow capabilities in this area.

If this action is taken, VOR Federal airway No. 478 and its associated control areas would be designated from Falmouth, Ky., to Newcombe, Ky.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-10849; Filed, Dec. 22, 1959; 8:46 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 59-WA-427]

CODED JET ROUTES

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 602.149 of the Regulations of the Administrator, the substance of which is stated below.

L/MF jet route No. 49 presently extends from Morgantown, W. Va., to Presque Isle, Maine. The Federal Aviation Agency has under consideration a modification of the segment of L/MF jet route No. 49 between Pittsburgh, Pa., and Albany, N.Y., by redesignating it from the Pittsburgh radio range via the Philipsburg, Pa., radio range to the Albany radio range. This modification would provide more precise navigational guidance on this route segment.

If this action is taken, L/MF jet route No. 49 would be designated from Morgantown, W. Va., via Pittsburgh, Pa., Philipsburg, Pa., Albany, N.Y., Millinocket, Maine, to Presque Isle, Maine.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10832; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 59-WA-432]

CODED JET ROUTES

Establishment

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 602 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration the establishment of VOR/VORTAC jet route No. 95 between Idlewild, N.Y., and the United States/Canadian Border, via Buffalo, N.Y., VOR and the Buffalo VOR 312° radial to the Canadian border. The establishment of this jet route will provide a portion of a route for jet aircraft service between the New York terminal area and Anchorage, Alaska, which will begin in the near future. Air traffic utilizing this jet route would proceed between the United States/Canadian Border and Toronto, Canada, via Victor 36.

If this action is taken, VOR/VORTAC jet route No. 95 would be established from Idlewild, N.Y., to the United States/Canadian Border via the Buffalo, N.Y., VOR and the Buffalo VOR 312° radial to the United States/Canadian Border.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10833; Filed, Dec. 22, 1959; 8:45 a.m.]

[14 CFR Part 608]

[Airspace Docket No. 59-NY-16]

RESTRICTED AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 608.40 of the Regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration a proposal by the Department of the Army for the modification to the West Point, N.Y., Restricted Area (R-93). The West Point Restricted Area (R-93) is an area of 9 square miles in the southeastern part of New York, south of Newburgh. It is presently designated for artillery and mortar firing by the United States Military Academy, West Point, for use at altitudes from the surface to 6,000 feet MSL, and during daylight hours March 1 through November 1 annually. It is proposed to increase the designated altitudes to 7,000 feet MSL, and modify the time of designation to 0600 to 1600 e.s.t., Mondays through Saturdays, May 1 through August 31, annually. This increase in designated altitudes would permit maximum Cadet training in weapons through elevations up to 5,968 feet above the terrain. The reduction in time of designation would be consistent with the required Cadet training and would provide greater time utilization of the area for air traffic management purposes when not in use by the United States Military Academy.

If these actions are taken, the designated altitude of the West Point, N.Y., Restricted Area (R-93), would be from the surface to 7,000 feet MSL. The time of designation would be from 0600 to 1600 e.s.t., Mondays through Saturdays, May 1 through August 31, annually.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue, NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on December 16, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10851; Filed, Dec. 22, 1959; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 207]

[Ex Parte No. MC-43]

LEASE AND INTERCHANGE OF VEHICLES BY MOTOR CARRIERS

Notice of Proposed Rule Making

DECEMBER 18, 1959.

Notice of proposed rule making was published in the FEDERAL REGISTER, issue of November 25, 1959, at page 9484. The time for interested parties to file with the Commission written statements of facts, opinion, or arguments, to terminate December 31, 1959, is extended to and including February 1, 1960.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-10878; Filed, Dec. 22, 1959; 8:48 a.m.]

NOTICES

DEPARTMENT OF COMMERCE

Federal Maritime Board

COMPANIA MARITIMA SAN BASILIO, S.A. AND SOCIEDAD MARITIMA SAN NICOLAS, S.A.

Notice of Agreement Filed for Approval

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 46 U.S.C. 814):

Agreement No. 8423, between Compania Maritima San Basilio, S.A., and Sociedad Maritima San Nicolas, S.A., two Panamanian companies, provides for the establishment and maintenance of a joint cargo and passenger service under the trade name "Marchessini Lines", in the trades between ports of the United States, including Alaska and Hawaii (not including transportation within the purview of the coastwise laws of the United States), and ports in world wide areas.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D.C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

By order of the Federal Maritime Board.

Dated: December 18, 1959.

JAMES L. PIMPER,
Secretary.

[F.R. Doc. 59-10885; Filed, Dec. 22, 1959; 8:49 a.m.]

[Docket No. 879]

STORAGE PRACTICES AT PORT OF LONGVIEW, WASHINGTON

Notice of Investigation and of Hearing

On December 10, 1959, the Federal Maritime Board entered the following order:

Whereas, it appears that the Port of Longview Commission, furnishes "warehouse, or other terminal facilities in connection with a common carrier by water" within the meaning of section 1 of the Shipping Act, 1916; and

Whereas, it appears that the Port of Longview Commission is engaged in practices which allows free storage at its facilities in the Port of Longview, Washington; and

Whereas, it appears that the aforesaid practices may constitute the granting of undue or unreasonable preference or advantage to certain persons, localities and/or descriptions of traffic, in violation of section 16 of the Shipping Act, 1916, as amended (46 U.S.C. 815), or may constitute unjust or unreasonable practices in violation of section 17 of said Act (46 U.S.C. 816); now therefore

It is ordered, That the Board on its own motion, enter upon a proceeding of inquiry and investigation pursuant to section 22 of the Shipping Act, 1916, as amended (46 U.S.C. 821), to determine whether certain storage practices of the Port of Longview Commission at Longview, Washington, are in violation of sections 16 and 17 of the Shipping Act, 1916, as amended (46 U.S.C. 815, 816); and

It is further ordered, That the Port of Longview Commission be and the same is hereby named respondent in this proceeding, that a copy of this order be served on it, and that notice of this proceeding be published in the FEDERAL REGISTER; and

It is further ordered, That this proceeding be assigned for hearing before an examiner of the Hearing Examiner's Office at a date to be fixed by the Chief Examiner.

Pursuant to the above order, notice is hereby given that the hearing herein ordered will be conducted in accordance with the Board's rules of practice and procedure, at a date and place to be determined and announced by the Chief Examiner, and a recommended decision will be issued by the examiner.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies), having an interest in this proceeding and desiring to intervene herein, should notify the Secretary of the Board promptly and should file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74) of said rules.

By order of the Federal Maritime Board.

Dated: December 18, 1959.

JAMES L. PIMPER,
Secretary.

[F.R. Doc. 59-10886; Filed, Dec. 22, 1959; 8:50 a.m.]

[Docket No. 869]

PACIFIC COAST-HAWAII AND ATLANTIC/GULF-HAWAII GENERAL INCREASES IN RATES

Notice of Supplemental Order

Notice is hereby given that the Federal Maritime Board has entered, on December 11, 1959, the following Thirteenth Supplemental Order to the original order in this proceeding, dated September 10, 1959, which appeared in the FEDERAL REGISTER of September 23, 1959 (24 F.R. 7656):

It appearing that by Fourth Supplemental Order in Docket 869, served October 13, 1959, the Board made the participating carriers in Atlantic and Gulf/Hawaii Conference, Walter R. Greiner, Agent, Freight Tariff F.M.B.-F. No. 20, respondents in subject docket, and made said tariff subject to investigation in Docket 869; and

It further appearing that said order provides in part that no change should be made in the rates, charges, regulations and practices stated in said schedules until the investigation instituted thereby had been terminated by final order of the Board, unless otherwise authorized by special permission of the Board; and

It further appearing that on December 4, 1959, by Application No. 14 filed on behalf of the carriers participating in the aforesaid schedule, request was made for special permission authority to file a revised Page No. 4 in order to extend service to Miami, Florida at the same rates and charges currently applicable from Tampa, Florida to the Hawaiian Islands; and

It further appearing that the Board having found good cause therefor has on December 11, 1959, granted special permission to publish such changes on not less than one day's notice under Special Permission No. 3799;

It is ordered, That the original order herein is modified to the extent necessary to permit the publication and filing of the changes covered by such Special Permission No. 3799; and

It is further ordered, That the rates, charges, regulations and practices set forth in the schedules filed pursuant to such special permission shall be subject to the investigation and hearing herein to the same extent as the rates, charges, regulations and practices under schedules cancelled thereby, and that the special permission granted hereby shall be without prejudice to the Board's determination as to the lawfulness of the rates established pursuant hereto; and

It is further ordered, That copies of this order shall be filed with said tariff schedules in the Office of the Federal Maritime Board; and

It is further ordered, That a copy of this order shall be forthwith served upon all respondents herein, and upon all protestants herein; and that this Order be published in the FEDERAL REGISTER.

By order of the Federal Maritime Board.

Dated: December 18, 1959.

JAMES L. PIMPER,
Secretary.

[F.R. Doc. 59-10887; Filed, Dec. 22, 1959; 8:50 a.m.]

Office of the Secretary

CHARLES P. GRISELL

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER of the last six months.

A. Deletions: No change.
B. Additions: Grafe-Weeks Corporation.

This statement is made as of November 28, 1959.

Dated: November 28, 1959.

CHARLES P. GRISELL.

[F.R. Doc. 59-10833; Filed, Dec. 22, 1959; 8:49 a.m.]

DEPARTMENT OF THE TREASURY

Bureau of the Comptroller of the Currency

[Delegation Order 3]

FIRST DEPUTY COMPTROLLER OF THE CURRENCY ET AL.

Order of Succession To Act as Comptroller

By virtue of the authority vested in me by Treasury Department Order No. 129 (Revision No. 2), dated April 22, 1955, it is hereby ordered as follows:

1. The following officers in the Bureau of the Comptroller of the Currency, in the order of succession enumerated, shall act as Comptroller of the Currency, during the absence or disability of the Comptroller of the Currency, or when there is a vacancy in such office:

(1) Lewellyn A. Jennings, First Deputy Comptroller of the Currency.
(2) William M. Taylor, Deputy Comptroller of the Currency.
(3) Griffith W. Garwood, Deputy Comptroller of the Currency.
(4) Chapman C. Fleming, Deputy Comptroller of the Currency.
(5) Chief National Bank Examiner.
(6) District Chief National Bank Examiner at New York, N.Y.
(7) District Chief National Bank Examiner at San Francisco, Calif.
(8) District Chief National Bank Examiner at Chicago, Ill.
(9) District Chief National Bank Examiner at Cleveland, Ohio.
(10) District Chief National Bank Examiner at Dallas, Tex.
(11) District Chief National Bank Examiner at Atlanta, Ga.
(12) District Chief National Bank Examiner at Kansas City, Mo.
(13) District Chief National Bank Examiner at Philadelphia, Pa.
(14) District Chief National Bank Examiner at Boston, Mass.
(15) District Chief National Bank Examiner at Richmond, Va.
(16) District Chief National Bank Examiner at St. Louis, Mo.
(17) District Chief National Bank Examiner at Minneapolis, Minn.

2. In the event of an enemy attack on the continental United States, all District Chief National Bank Examiners, including any Acting District Chief National Bank Examiners, are authorized in their respective districts to perform any function of the Comptroller of the Currency, or the Secretary of the Treasury, whether or not otherwise delegated, which is essential to the carrying out of responsibilities otherwise assigned to them. The respective officers will be notified when they are to cease exercising the authority delegated in this paragraph.

3. Delegation Order 2 is hereby repealed.

Dated: December 14, 1959.

[SEAL] RAY M. GIDNEY,
Comptroller of the Currency.

[F.R. Doc. 59-10810; Filed, Dec. 21, 1959; 8:46 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-149]

LUIGI SERRA, INC.

Notice of Issuance of Utilization Facility Export License

Please take notice that no request for a formal hearing having been filed following filing of a notice of proposed action with the Office of the Federal Register, the Atomic Energy Commission has issued License No. XR-36 to Luigi Serra, Incorporated, 7 Water Street, New York 4, New York, authorizing export of a nuclear reactor to Centro Autonomo Militare Energia Nucleare (C.A.M.E.N.), Accademia Navale, Livorno, Italy. The notice of proposed issuance of this license, published in the FEDERAL REGISTER on October 2, 1959, described the reactor as a 5,000-kilowatt open pool-type nuclear reactor.

Dated at Germantown, Md., this 17th day of December 1959.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director, Division of Licensing and Regulation.

[F.R. Doc. 59-10827; Filed, Dec. 22, 1959; 8:45 a.m.]

[Source Material License No. R-174; Docket No. 40-1341]

MINES DEVELOPMENT, INC.

Notice of Hearing

On November 30, 1959, the Atomic Energy Commission issued an order in the above designated matter providing for a hearing on January 7, 1960, in Denver, Colorado at a time and place later to be designated.

Take notice that the hearing directed to be held by the Atomic Energy Commission and concerning the issues specified by the Commission in its order of November 30, 1959, will be convened at 2:00 p.m. in a courtroom to be assigned in the United States District Court, Post Office Building, 1823 Stout Street, Denver, Colorado, on January 7, 1960.

Take notice that at 9:30 a.m. on January 7, 1960, a pre-hearing conference will be convened in accordance with the rules of practice of the Commission, at the request of Mines Development, Incorporated, in a courtroom to be assigned in the United States District Court, Post Office Building, 1823 Stout Street, Denver, Colorado.

Issued: December 14, 1959, Germantown, Md.

SAMUEL W. JENSCH,
Presiding Officer.

[F.R. Doc. 59-10828; Filed, Dec. 22, 1959; 8:45 a.m.]

[Docket No. 50-22]

WESTINGHOUSE ELECTRIC CORP.

Notice of Proposed Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission proposes to issue to Westinghouse Electric Corporation Amendment No. 1 to Facility License No. TR-2 substantially as set forth below. The amendment would authorize an increase in the maximum power level of the Westinghouse Testing Reactor (WTR) from 20,000 to 60,000 thermal kilowatts. The WTR is located at the Westinghouse Reactor Evaluation Center near Waltz Mill, in Westmoreland County, Pennsylvania.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefore from the licensee or an intervener within fifteen (15) days after the filing of this notice with the Office of the Federal Register. Requests for formal hearing should be addressed to the Secretary at the AEC's offices in Germantown, Maryland, or at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (1) the application for license amendment dated May 14, 1959, and supplements thereto dated September 4, 1959, and November 11, 1959, (2) a hazards analysis prepared by the Hazards Evaluation Branch, Division of Licensing and Regulation, and (3) a report by the Advisory Committee on Reactor Safeguards on this matter, all on file at the Commission's Public Document Room. A copy of items (2) or (3) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 17th day of December 1959.

For the Atomic Energy Commission.

H. L. PRICE,
Director, Division of Licensing and Regulation.

[License No. TR-2, Amdt. 1]

License No. TR-2 is amended as follows:
1. Amend paragraph 1 to read as follows:

1. This license applies to the heterogeneous, light water cooled and moderated 20,000 kilowatt (thermal) testing reactor (hereinafter referred to as "the Facility") which is owned by Westinghouse Electric Corporation and located near Waltz Mill in Westmoreland County, Pennsylvania, and described in

Westinghouse Electric Corporation's application attested February 29, 1956, and amendments to the application attested August 3 and 20, 1956, September 17, 1956, February 4, 1957, April 29, 1957, August 7, 1957, September 5, 1957, August 7, 1958, September 29, 1958, October 30, 1958, December 16, 1958, January 27, 1959, February 5, 1959, May 26, 1959, September 4, 1959, and November 12, 1959 (herein collectively referred to as "the application"), and for which Construction Permit No. CPRR-8 (henceforth designated CPTR-1) was issued by the Commission on July 3, 1957.

2. Amend subparagraphs 3a (1) and (2) to read as follows:

3a(1) Unless otherwise authorized by the Commission in writing, Westinghouse Electric Corporation (hereinafter referred to as "Westinghouse") shall not operate the facility at a power level in excess of 60,000 kilowatts (thermal).

3a(2) Unless otherwise authorized by the Commission in writing, Westinghouse shall not load the facility in a manner such that the shutdown reactivity with all control rods inserted in the core is less than 5 percent.

3. Add the following operating restrictions:

3a(8) Unless otherwise authorized by the Commission in writing,

(a) Westinghouse shall retain the bubble formation apparatus and the special detection channel described in the application in the reactor during the power escalation program until stable operation at the 60 megawatt thermal power level has been established;

(b) The ratio of the maximum heat flux in the reactor to the burnout heat flux shall never exceed one-half;

(c) The reactor shall not be operated in such a way that the ratio of core steam void volume to core coolant volume exceeds one percent; and

(d) When the reactor is being operated with the automatic control system, the magnitude of boiling induced neutron level perturbations shall not exceed 5 percent or whatever lesser value is necessary to prevent erratic behavior of or oscillatory interaction between the boiling phenomenon, the reactor power level and the automatic control system.

This amendment is effective as of the date of issuance.

Date of issuance:

For the Atomic Energy Commission.

[F.R. Doc. 59-10829; Filed, Dec. 22, 1959; 8:45 a.m.]

[Docket No. 50-134]

WORCESTER POLYTECHNIC INSTITUTE

Notice of Issuance of Facility License

The Atomic Energy Commission has issued Facility License No. R-61 to Worcester Polytechnic Institute authorizing possession and operation of a one kilowatt pool-type training and research reactor facility located on the Institute's campus at Worcester, Massachusetts. Notice of the proposed action was published in the FEDERAL REGISTER on November 6, 1959 (24 F.R. 9064).

Dated at Germantown, Md., this 16th day of December 1959.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director, Division of Licensing and Regulation.

[F.R. Doc. 59-10830; Filed, Dec. 22, 1959; 8:45 a.m.]

GENERAL SERVICES ADMINISTRATION

[Delegation of Authority 374]

SECRETARY OF DEFENSE

Authority to Represent Interests of Federal Government Regarding Alabama Gas Corp. Increased Gas Rates

1. Pursuant to the provisions of sections 201(a)(4) and 205 (d) and (e) of the Federal Property and Administrative Services Act of 1949, 63 Stat. 377, as amended, authority to represent the interest of the executive agencies of the Federal Government in the matter of Application of Alabama Gas Corporation For Increased Gas Rates, Docket No. 14790, before the Alabama Public Service Commission, is hereby delegated to the Secretary of Defense.

2. The Secretary of Defense is hereby authorized to redelegate any of the authority contained herein to any officer, official or employee of the Department of Defense.

3. The authority conferred herein shall be exercised in accordance with the policies, procedures and controls prescribed by the General Services Administration, and shall further be exercised in cooperation with the responsible officers, officials and employees of General Services Administration.

4. This delegation of authority shall be effective November 23, 1959.

FRANKLIN FLOETE,
Administrator.

DECEMBER 16, 1959.

[F.R. Doc. 59-10889; Filed, Dec. 22, 1959; 8:50 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Document No. 216]

ARIZONA

Notice of Proposed Withdrawal and Reservation of Lands

The Corps of Engineers, U.S. Department of the Army, has filed an application, AR-023731, for the withdrawal of the lands described below from all forms of appropriation, including the mining and mineral leasing laws and the grazing regulations.

The applicant desires the lands for the purpose of national defense by the Department of the Army for the construction and installation of drone test facilities equipped with radar.

For a period of thirty (30) days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned official of the Bureau of Land Management, Department of the Interior, P.O. Box 148, Phoenix, Arizona. If circumstances warrant, a public hearing will be held at a convenient time and place which will be announced. Determination of the Secretary of the Interior on the allowance of the application will be published in the FEDERAL REGISTER. A separate notice will be sent to any interested persons of record.

GILA AND SALT RIVER MERIDIAN

T. 4 S., R. 9 W.,
  Sec. 23: SE¼;
  Sec. 24: SW¼;
  Sec. 25: NW¼;
  Sec. 26: NE¼.

The lands described above are unsurveyed and contain approximately 640 acres.

Dated: December 14, 1959.

E. I. ROWLAND,
State Supervisor.

[F.R. Doc. 59-10866; Filed, Dec. 22, 1959; 8:47 a.m.]

Bureau of Reclamation

[No. 61]

KLAMATH IRRIGATION PROJECT, OREGON-CALIFORNIA

Public Notice of Annual Water Charges

DECEMBER 9, 1959.

1. For irrigation or waste water furnished lands from Klamath or Lost Rivers, Upper or Lower Klamath Lakes, and the P or P-1 Canals, the charge shall be $1.00 per acre foot for the 1959-60 irrigation season and until further notice.

2. Place of payment: Payment for an estimated requirement shall be made to the Bureau of Reclamation at its Klamath Falls, Oregon, office before the delivery of water is commenced.

(Act of June 17, 1902, 32 Stat. 388, as amended or supplemented)

E. F. SULLIVAN,
Acting Regional Director.

[F.R. Doc. 59-10868; Filed, Dec. 22, 1959; 8:48 a.m.]

Geological Survey

DEFINITIONS OF KNOWN GEOLOGIC STRUCTURES OF PRODUCING OIL AND GAS FIELDS

Alabama, California, Colorado, Kansas, Montana, Mississippi, New Mexico, Oklahoma, Wyoming

DECEMBER 17, 1959.

Former paragraph (c) of § 227.0, Part 227, Title 30, Chapter II Code of Federal Regulation (1947 Supp.), codification of which has been discontinued by a document published in Part II of the Federal Register dated December 31, 1948, is hereby supplemented by the addition of the following list of structures defined effective as of the dates shown.

Name of Field, Effective Date, Acreage

(00) Alabama	
Citronelle, Sept. 5, 1958	27,253
(1) California	
Guijarral Hills (Revision), Mar. 9, 1957	3,890
Tapia, Aug. 27, 1958	402
(2) Colorado	
Hunters Canyon, Aug. 6, 1957	2,017
North McCallum (Revision), Nov. 30, 1957	4,192
Piceance Creek (Revision), Oct. 7, 1957	23,943
Zorichak (Revision), Nov. 8, 1958	1,760
(3) Kansas	
Hugoton (Revision and Consolidation), June 2, 1959	4,058,145
(4) Montana	
Bear's Den, May 12, 1954	744
Cedar Creek (Revision), June 4, 1959	176,381
Keith, Feb. 27, 1947	240
(4a) Mississippi	
Pistol Ridge-Maxie (Revision), Feb. 27, 1959	24,038
(5) New Mexico	
Allison-Crossroads, Aug. 1, 1959	6,241
Dean, Dec. 29, 1957	2,688
Pearl, Mar. 19, 1959	4,918
(7) Oklahoma	
South Erick, May 21, 1958	55,330
(9) Wyoming	
Barber Creek, Nov. 7, 1958	1,160
Big Piney-La Barge (Revision), Feb. 28, 1959	137,981
Desert Springs, Jan. 2, 1959	18,093
Gebo (Revision), May 8, 1959	1,630
Hay Creek (Revision), Mar. 26, 1959	3,920

Thomas B. Nolan,
Director.

[F.R. Doc. 59-10861; Filed, Dec. 22, 1959; 8:47 a.m.]

Office of the Secretary

GENERAL MANAGER OF THE ALASKA RAILROAD

Delegation of Authority

The following material is a portion of the Departmental Manual and the numbering system is that of the Manual.

Secretary's Order 2748 (19 F.R. 915) is revoked.

§ 225.1.1 Delegation of authority.

The General Manager of The Alaska Railroad is authorized to exercise the authority of the Secretary of the Interior with respect to the operation of The Alaska Railroad and its related activities.

§ 225.1.2 Limitation.

A. This authority is subject to the limitations contained in 200 DM, General Provisions.

B. This authority does not extend to:

(1) Extension or abandonment of Railroad services.

(2) General freight rate changes or changes in passenger fares.

C. This authority shall not be construed as including authority in any matter covered by a delegation of the Secretary to the heads of bureaus such as authority with respect to personnel management, and authority with respect to contracts for construction, supplies, and services.

Elmer F. Bennett,
Acting Secretary of the Interior.

December 16, 1959.

[F.R. Doc. 59-10869; Filed, Dec. 22, 1959; 8:48 a.m.]

OFFICE OF CIVIL AND DEFENSE MOBILIZATION

DIRECTORS, OCDM SCHOOLS

Delegation of Certain Student Expense Program Authority and Functions

Pursuant to the authority vested in me under a Delegation of Authority from the Assistant Director for Training, Education and Public Affairs, dated October 13, 1959, I hereby redelegate to the Director of the Eastern Instructor Training Center, to the Director of the Western Instructor Training Center, to the Director of the Staff College, and to the Director of the Radiological Defense School, retaining the right to exercise the same concurrently, the authority and function of approving requests for reimbursement and other documents obligating funds for student expenses under the program of Federal reimbursement, pursuant to section 201(e) of the Federal Civil Defense Act of 1950, as amended.

Each Director shall exercise such authority and perform such function in the administration of the particular instructor training center or the school under his direction, in accordance with the Federal Civil Defense Act of 1950, as amended, other applicable law, OCDM Regulations, manuals, supplements and amendments thereto as may be applicable, and such additional rules, regulations, procedures, administrative or technical instructions and communications as the Director or Director of Administration may issue.

This delegation of authority shall be effective upon execution.

Dated: October 23, 1959.

W. Gayle Starnes,
Deputy Assistant Director for Training and Education.

[F.R. Doc. 59-10831; Filed, Dec. 22, 1959; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24 A-1236]

AL-DUN AMUSEMENT CO.

Order Vacating Order of Suspension

December 17, 1959.

The Al-Dun Amusement Company, a Georgia corporation, West Point, Georgia, filed with the Commission on December 8, 1958 a notification on Form 1-A and offering circular pursuant to Regulation A, and filed various amendments thereto, relating to an offering of 250 shares of its $100.00 par value Class A preferred stock at $100.00 per share, 500 shares of its $100.00 par value common stock at $100.00, which includes options to purchase 250 shares of $100.00 par value common stock, for an aggregate of $75,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

The Commission on November 6, 1959 order, pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the conditional exemption under Regulation A sought for the offering be temporarily suspended on the grounds that the terms and conditions of Regulation A had not been complied with in that a Form 2-A reports of sales as required by Rule 260 had not been filed.

Subsequent to the Commission's action temporarily suspending the exemption, a Form 2-A report was filed reflecting that 166 shares of the Class A preferred stock and 392 shares of the common stock had been sold as of November 25, 1959 and the unsold portion was withdrawn from the offering.

It appearing to the Commission that a hearing is not necessary or appropriate in the public interest or for the protection of investors,

It is ordered, Pursuant to Rule 261(b) of the general rules and regulations under the Securities Act of 1933, as amended, that said temporary order of suspension be, and hereby is, vacated.

By the Commission.

[seal] Orval L. DuBois,
Secretary.

[F.R. Doc. 59-10875; Filed, Dec. 22, 1959; 8:48 a.m.]

[File No. 812-1273]

SECURITIES CORPORATION GENERAL

Notice of Filing of Application

December 16, 1959.

Notice is hereby given that Securities Corporation General ("SCG"), a registered closed-end, non-diversified investment company has filed an application under section 17(b) of the Investment Company Act of 1940 (the "Act") for an order exempting from the provisions of section 17(a) of the Act the proposed acquisition by Dynamics Corporation of America ("DCA") from SCG of a total 77,395 shares of the common stock of Anemostat Corporation of America ("Anemostat") by (a) the proposed purchase of 56,195 of such shares in exchange for the transfer by DCA to SCG of a total of 4,757 shares of SCG preferred stocks (consisting of 1,219 shares and 3,538 shares, respectively, of SCG $7 preferred stock and SCG $6 preferred stock), and (b) the proposed purchase of 21,200 shares of such common stock in consideration of a cash payment of $155,820 by DCA to SCG.

The application filed by SCG also requests an order pursuant to section 23(c)(3) of the Act permitting SCG to purchase from DCA the 4,757 shares of SCG preferred stocks which DCA proposes to transfer to SCG as set forth in item (a) above.

The requests of SCG are based upon the following representations and information contained in its application.

SCG, organized in 1912 under the laws of Virginia, has outstanding 272,500 shares of $1 par value common stock, 4,731 shares of $6 series preferred stock and 1,843 shares of $7 series preferred stock. DCA owns 3,538 shares and 1,219 shares of SCG's $6 series and $7 series preferred stocks, respectively, or 74.78 percent and 66.14 percent, respectively, of the total amount of such stocks outstanding. The balance of SCG outstanding preferred stocks, consisting of 1,193 and 624 shares of the $6 series and $7 series, respectively, is publicly held.

The $6 series and $7 series preferred stocks of SCG are entitled to cumulative annual dividends (without preference of either series over the other) before dividends may be paid on the common stock. Such preferred stocks irrespective of series, have preference in the event of liquidation (whether voluntary or involuntary) of $100 a share plus accrued unpaid dividends and are redeemable at the company's option, in whole or in part, at $110 per share for the $6 series and $115 per share for the $7 series, plus accrued unpaid dividends applicable to the particular series.

At December 31, 1959, accrued dividend arrears will amount to $12 a share on the $6 series stock and $14 a share on the $7 series stock.

SCG has made a commitment that within 60 days following the consummation of the proposed transactions, it will invite the holders of its $6 and $7 series preferred stocks which then remain outstanding to tender their holdings of such stocks during a 30-day period for repurchase by SCG at prices of $93 a share for the $6 series and $99 a share for the $7 series.

SCG has also represented in its application that within 60 days after the expiration of the tender period it intends to pay all accrued dividend arrears on any shares of the $6 and $7 series stocks which have not been repurchased and remain outstanding; and that it would thereafter place both classes of its preferred stocks on a current dividend-paying basis to the extent permitted by law.

The assets of SCG, except for a relatively small amount of cash and minor miscellaneous assets, consist of 131,355 shares of the common stock of DCA or 4.95 percent of DCA's outstanding common stock and 77,395 shares of the common stock of Anemostat or 51.25 percent of Anemostat's total outstanding common stock. DCA owns 49,636½ shares of the common stock of Anemostat or 32.87 percent of the total amount of such stock outstanding.

DCA is engaged, directly and through wholly owned subsidiaries, in the business of manufacturing specialized and general electronics products, communications equipment, electrical appliances, quartz crystals and small motors. Anemostat's principal business is the manufacture of air diffusing equipment and related equipment for air conditioning systems.

The Commission's files show that until November 10, 1959, DCA controlled SCG through ownership of 150,593 shares of the latter's common stock or about 55 percent of the total amount of such stock outstanding; and that on such date DCA disposed of its entire investment in the common stock of SCG.

Pursuant to the definition contained in section 2(a)(3) of the Act, DCA is an affiliated person of Anemostat and Anemostat, in turn, is an affiliated person of SCG. Generally speaking, section 17(a) of the Act prohibits an affiliated person (DCA) of an affiliated person (Anemostat) of a registered investment company (SCG) from purchasing from such registered company (SCG) any security of which the seller is not the issuer (stock of Anemostat), unless the Commission by order upon application pursuant to section 17(b) of the Act grants an exemption from section 17(a) of the Act, upon a finding that the terms of the proposed transaction, including the consideration to be paid or received are reasonable and fair and do not involve overreaching on the part of any person concerned; and that the proposed transaction is consistent with the policy of the investment company concerned, and consistent with the general purposes of the Act.

Section 23(c)(3) of the Act prohibits a registered investment company from purchasing its own securities other than on a securities exchange or pursuant to tenders, except under such circumstances as the Commission may permit by order to insure that such purchases are made in a manner or on a basis which does not unfairly discriminate against any holders of the class of securities to be purchased. Since the proposed purchase by SCG from DCA of the 4,757 shares of SCG preferred stocks does not involve purchase on a securities exchange or pursuant to tenders, such purchase is prohibited unless the Commission issues its order permitting it.

SCG acquired the shares of Anemostat common stock proposed to be sold to DCA during the period 1945–47 at an average cost of about $6.34 a share. The book value of Anemostat's common stock was equal to about $12.16 a share at December 31, 1958. For the year ended December 31, 1958, net income of Anemostat was equivalent to $0.59 a share of its outstanding common stock. For each of the five years 1954–58, inclusive, Anemostat's net income per share of common stock was equal to $0.54, $0.49, $0.75, $0.76, and $0.59, respectively, and averaged about $0.62½ annually.

There are attached to the application three reports each of which SCG states was made by an investment firm "after independent" analysis of Anemostat. Two of these reports were prepared for DCA and the other for SCG. The going concern value of Anemostat common expressed in these reports ranges from $4.25 to $6.00 a share; on the assumption of liquidation of Anemostat by a controlling interest, one report states that such stock has a value of $6.51 a share, while another report concludes the value on such basis to be "$7 a share or better".

The application states that the terms of the proposed transactions are fair. The $155,820 of cash proposed to be paid by DCA to SCG for 21,200 shares of Anemostat common stock equates to about $7.35 a share of such stock as compared with the appraisal values discussed hereinabove. The application also states that the proposed transfer by DCA of its holdings of 4,757 shares of SCG preferred stocks to SCG in exchange for the latter's holdings of 56,195 shares of Anemostat common stock is fair to SCG and its stockholders, because in return for Anemostat common stock with an assumed value of $413,033 (calculated at $7.35 a share), SCG will be relieved of obligations with respect to preferred stocks having a total par value and accrued arrears (at December 31, 1959) aggregating $535,222.

The application also states that SCG will benefit by the disposition of its investment in Anemostat because SCG is not currently obtaining a favorable return thereon; and SCG's primary function is investing and trading in securities rather than industrial management.

It is stated that the proposed transaction will benefit DCA by providing it with a subsidiary whose business is closely allied with that of DCA; and by enabling DCA to dispose of SCG's preferred stocks which presently serve no useful business purpose of DCA.

SCG states that its proposed acquisition from DCA of SCG preferred stocks does not unfairly discriminate against any holders of such class of stocks in view of the reasonableness of the consideration to be paid by DCA for the Anemostat stock and in view of the opportunity to be accorded public holders of SCG preferred stocks to tender their holdings thereof for repurchase by SCG as described hereinabove.

Notice is further given that any interested person may, not later than December 28, 1959 at 2:00 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule O-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

It is ordered, That Securities Corporation General shall give notice of the filing of this application to all the holders of its $6 series and $7 series preferred stocks (insofar as the identity of such stockholders is known or available to it) by mailing a copy of this Notice to each of said stockholders at his last known address not later than December 18, 1959.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 59-10876; Filed, Dec. 22, 1959; 8:48 a.m.]

[File No. 812-1245]

EQUITY CORP. AND DEVELOPMENT CORPORATION OF AMERICA

Notice of Filing of Application for Order Exempting Certain Transactions

DECEMBER 17, 1959.

Notice is hereby given that The Equity Corporation ("Equity"), a registered closed-end non-diversified management investment company, and Development Corporation of America ("DCA"), a subsidiary of Equity, have filed an application pursuant to sections 6(c) and 17(b) of the Investment Company Act of 1940 ("Act") for an order exempting from the provisions of sections 12(d)(2) and 17(a) of the Act the acquisition by DCA of common stock of United Security Life Company ("United Life") in exchange for common stock of Financial General Corporation ("Financial General"), as described below, and exempting from the provisions of section 17(a) of the Act certain transactions incidental thereto.

DCA is a majority-owned subsidiary of Equity by reason of the ownership by Equity, through a wholly-owned subsidiary, of 89.07 percent of the outstanding voting securities of DCA. Equity and DCA together own 22.69 percent of the outstanding voting securities of Financial General, and the application states that Equity controls Financial General by reason of its historical relationship with Financial General and the fact that Equity's holdings constitute the largest single holdings of voting securities of Financial General. Financial General, in turn, has various subsidiaries and controlled companies, including insurance companies which together control United Life through the aggregate ownership of 47.07 percent of the outstanding voting securities (common stock) of that company.

Financial General is primarily a financial holding company, holding stocks of banks, insurance and financing companies. It has outstanding 2,491,394 shares of common stock, of which Equity owns 315,448 shares or 12.66 percent and Equity's subsidiary, DCA, owns 250,000 shares or 10.03 percent.

DCA, which has interests in various industrial companies and in real estate in addition to its ownership of stock of Financial General, was merged in April 1959 with Real Estate Equities Corporation, a wholly-owned subsidiary of Equity. As a result of the merger, Equity through a wholly-owned subsidiary, became the owner of all of the outstanding common stock of DCA, and DCA became the holder of a substantial amount of investment securities. An order of the Commission dated April 16, 1959 (Investment Company Act Release No. 2865) in connection with the merger exempted DCA from certain provisions of the Act subject to the condition that unless within eight months from the date of the order DCA shall have ceased to be an investment company as defined in the Act, DCA shall register under the Act as an investment company and Equity shall dispose of all of its holdings of the voting securities of DCA. By order dated December 17, 1959 (Investment Company Act Release No. 2950) the exemption has been conditionally extended for a period of three months to March 16, 1960.

United Life was incorporated as a stock company in 1933 under the laws of Iowa. Its home office is in Des Moines, Iowa. United Life is engaged in the business of writing life insurance in various states and has life insurance in force in the amount of approximately $50,000,000. The outstanding securities of United Life consist of 20,000 shares of common stock.

It is proposed that DCA acquire from various shareholders of United Life 15,153 shares or 75.8 percent of the common stock of United Life in exchange for 162,890 shares of common stock of Financial General. DCA will pay Equity $7,259.85 to reimburse Equity for legal and Financial expenses actually incurred by Equity in connection with the proposed exchange. It is also proposed that DCA, or any company affiliated with DCA or Equity, may sell from time to time not more than one share of the common stock of United Life to an affiliated person in order to qualify such person as a director of United Life. Any such sale would be at a price equal to the value, as defined in section 2(a)(39) of the Act, of such share at the time of sale as determined by the Board of Directors of United Life.

Of the 15,153 shares of common stock of United Life to be acquired by DCA in the proposed exchange, 9,414 shares representing 47.07 percent of the voting securities of United Life are to be acquired from insurance companies controlled by Financial General and Equity, and substantially all of the remaining shares from persons who are directors of Financial General.

Section 17(a) of the Act prohibits an affiliated person of a registered investment company or any affiliated person of such a person, from selling to or purchasing from such registered company or person controlled by such registered company, any securities or other property, subject to certain exceptions not pertinent here. The Commission upon application pursuant to section 17(b) may grant an exemption from the provisions of section 17(a) if it finds that the terms of the proposed transaction, including the consideration to be paid, are reasonable and fair and do not involve overreaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act. Since exchanges of securities are proposed to be made by DCA, a company controlled by Equity, a registered investment company, with affiliated persons of Equity and affiliated persons of such a person, such exchanges are subject to the provisions of section 17(a) of the Act. In addition, the acquisition by DCA of an aggregate of 75.8 percent of the common stock (voting stock) of United Life, an insurance company, may be subject to the provisions of section 12(d)(2) of the Act which prohibits a registered investment company and any company controlled by such registered investment company from purchasing or otherwise acquiring more than 10 percent of the voting stock of an insurance company unless such registered investment company and any controlled companies shall at the time of such purchase or acquisition own in the aggregate at least 25 percent of the voting stock of such insurance company. Although more than 25 percent of the voting stock of United Life was acquired and owned by insurance companies controlled by Equity in the manner permitted by the provisions of section 12(g) of the Act, the transfer of such stock to, and acquisition of additional stock by, DCA which is not an insurance company appears to be subject to the prohibitions of section 12(d)(2) of the Act. Section 6(c) of the Act provides that the Commission may exempt any transaction from any provisions of the Act if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

The proposed exchange is based on a value of $129.27 per share for the common stock of United Life and $12 per share for the common stock of Financial General. The value of $129.27 for the United Life stock represents an independent valuation of the stock by Alfred M. Best Company, Inc., which is not affiliated with Equity, DCA or any of their affiliates, or with any of the selling stockholders of United Life. Market quotations for the stock of United Life in the over-the-counter market ranged from 120 to 135 during the period 1958 and 1959 through September. Substantially all of the stock of United Life to be exchanged was acquired by the exchanging shareholders between November 1957 and June 1959 from nonaffiliated persons at a price of $125 per share. The common stock of Financial General is listed and actively traded on the American Stock Exchange. The sale prices of the Financial General stock on the exchange during 1959 through December 15 ranged from 9½ to 14⅝ and the closing price on the latter date was 11⅝.

The application states that at the time of the acquisitions commencing in 1957 of the stock of United Life by insurance companies controlled by Equity there was no intent that Equity would at any time acquire any direct interest in United Life. In August 1959 it was proposed that the Equity system holdings of United Life be consolidated under the ownership of Equity in exchange for holdings of Equity of stock of Financial General, an investment of which Equity has been in the process of divesting itself. In October 1959, it was proposed that the stock of United Life be acquired by Equity's subsidiary, DCA, rather than by Equity, as an appropriate step towards compliance by DCA with the condition in the Commission's orders, referred to above, that DCA within a limited period of time cease to be an investment company or register as such in which event Equity would dispose of the stock of DCA. The proposed transaction would result in the acquisition and ownership by DCA of an additional subsidiary and the divestment by DCA of investment securities.

Notice is further given that any interested person may, not later than December 29, 1959, submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reasons for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule O-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 59-10904; Filed, Dec. 22, 1959; 8:51 a.m.]

[File No. 70-3838]

LOUISIANA GAS SERVICE CO.

Notice of Filing of Declaration Regarding Proposed Sale of First Mortgage Bonds

DECEMBER 17, 1959.

Notice is hereby given that Louisiana Gas Service Company ("Gas Service"), a public utility subsidiary of Louisiana Power & Light Company ("Louisiana") which in turn is a public utility subsidiary of Middle South Utilities, Inc., a registered holding company, has filed with this Commission a declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), regarding its proposal to issue and sell first mortgage bonds, and has designated sections 6(a), 7, and 12(c) of the Act, and Rules 42 and 50 promulgated thereunder, as applicable to the proposed transactions.

All interested persons are referred to the declaration on file at the offices of the Commission for a statement of the transactions therein proposed, which are summarized as follows:

Gas Service proposes to issue and sell, pursuant to the competitive bidding requirements of Rule 50, $7,500,000 principal amount of First Mortgage Bonds, __ percent Series due January 1, 1985. The interest rate on the bonds (which shall be a multiple of ⅛ of 1 percent) and the price (exclusive of accrued interest) to be paid the company therefor (which shall be not less than the principal amount, and not more than 102¾ percent thereof) are to be fixed by the competitive bidding. The bonds are to be issued under and pursuant to the provisions of a Mortgage and Deed of Trust, dated as of January 1, 1960, between Gas Service and The Hanover Bank and James T. Harrigan, as Trustees. The net proceeds from the sale of the bonds are to be used to pay outstanding notes of Gas Service, held by Louisiana, in the face amount of $6,000,000, the costs of construction of additional facilities, and for other corporate purposes.

The declaration states that the fees and expenses to be incurred by the company are estimated at an aggregate of $60,000, including $8,250 of issue stamp tax, $2,500 of mortgage recording fees, $5,250 of trustees' fees, $5,000 of auditors' fees, $15,500 of printing and engraving expenses, $10,000 of company counsel fees, $4,000 of service company fees, and $8,729.37 of miscellaneous expenses. The fees and expenses of independent counsel for the underwriters, to be paid by the purchasers of the bonds, are estimated at $5,000, plus out-of-pocket expenditures.

The declaration also states that no State commission or agency, and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested persons may, not later than January 7, 1960, request in writing that a hearing be held in respect of the declaration, stating the nature of his interest, the reasons for such request, and the issues of law or fact, which he desires to controvert, or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date the Commission may permit the declaration, as filed or as it may be amended, to become effective, as provided in Rule 23 promulgated under the Act, or the Commission may grant exemption from its rules, as provided by Rules 20(a) and 100 thereof, or take such other action as it deems appropriate.

By the Commission.

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 59-10905; Filed, Dec. 22, 1959; 8:51 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 108]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

DECEMBER 18, 1959.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with service at intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 200 (Deviation No. 10), RISS & COMPANY, INC., Ninth and Burlington, North Kansas City, Mo., filed December 7, 1959. Attorney: Ivan E. Moody, Ninth and Burlington, North Kansas City, Mo. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route from Rolling Prairie, Ind., over Indiana Highway 2 to South Bend, Ind., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is previously authorized to transport the same commodities between Rolling Prairie and South Bend over U.S. Highway 20.

No. MC 8902 (Deviation No. 2), THE WESTERN EXPRESS COMPANY, 1277 East 40th Street, Cleveland 14, Ohio, filed December 9, 1959. Carrier's representative: Earl J. Thomas, 5844-5850 North High Street, Wellington, Ohio. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Cleveland, Ohio, over Ohio Highway 8 to Bedford, Ohio, thence over the Ohio Turnpike to the Ohio-Indiana State line, thence over the Indiana Toll Road to the Calumet Skyway, thence over the Calumet Skyway to Chicago, Ill., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities from Cleveland, Ohio, over U.S. Highway 42 to junction U.S. Highway 33, thence over U.S. Highway 33 to Fort Wayne, Ind., thence over U.S. Highway 30 to junction Illinois Highway 50, thence over Illinois Highway 50 to Chicago, and return over the same route.

No. MC 29120 (Deviation No. 1), WILSON STORAGE AND TRANSFER CO., 110 North Reid Street, Sioux Falls, N. Dak., filed December 9, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From the junction of U.S. Highway 212 and Minnesota Highway 7 at or near Montevideo, Minn., over Minnesota Highway 7 to St. Paul, Minn., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between the deviation points over U.S. Highway 212.

No. MC 103017 (Sub No. 1), (Deviation No. 1) MERCURY MOTOR FREIGHT LINES, INC., 954 Hersey Street, St. Paul 14, Minn., filed December 10, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation route as follows: From Hudson, Wis., over Interstate Highway 94 to Eau Claire, Wis., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Hudson and Eau Claire over U.S. Highway 12.

MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Deviation No. 42), THE GREYHOUND CORPORATION, 140 South Dearborn Street, Chicago 3, Ill. Attorney: Raymond H. Warns, 140 South Dearborn Street, Chicago 3, Ill. Carrier proposes to operate as a *common carrier*, by motor vehicle, of passengers over deviation route as follows: From Chicago, Ill., over Northwest Expressway, to O'Hare Field Interchange and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over pertinent authorized service routes as follows: From Chicago over U.S. Highway 20 to Melrose Park, Ill., thence over U.S. Highway 45 to junction Newly Constructed O'Hare Interchange; from Chicago over Illinois Highway 72 to the vicinity of Newly constructed said O'Hare Interchange, and return over the same routes.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-10879; Filed, Dec. 22, 1959; 8:49 a.m.]

[Notice 239]

MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 18, 1959.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 62661. By order of December 16, 1959, the Transfer Board approved the transfer to Peter Goldberg, John D. Goldberg and Robert W. Goldberg, doing business as Goldberg Brothers, Spokane, Wash., of Certificate No. MC 84716, issued November 9, 1942, to John F. Goldberg, Spokane, Wash., authorizing the transportation of: Livestock, feed, fuel wood, machinery, building materials and farm products, between points in Spokane County, Wash., on the one hand, and, on the other, points in Kootenai, Bonner, Benewah, and Shoshone Counties, Idaho. Kermit M. Rudolf, 1010 Old National Bank Building, Spokane, Wash., for applicants.

No. MC-FC 62679. By order of December 16, 1959, the Transfer Board approved the transfer to Russell A. Karchner, Sybertsville, Pa., of Permit No. MC 79700, issued January 19, 1950, to James William Kerstetter, Riverside, Pa., authorizing the transportation of: Steel articles, from Danville, Pa., to Elizabeth and Newark, N.J., Bridgeport, Conn., Wilmington, Del., Medina and New York, N.Y., and Baltimore, Salisbury, and Chestertown, Md.; and groceries and canned goods, from Camden and Swedesboro, N.J., and points within specified territories in New York, and Maryland, to Danville, and Hazelton, Pa. Charles L. Casper, Miners National Bank Building, Wilkes-Barre, Pa., for applicants.

No. MC-FC 62681. By order of December 16, 1959, the Transfer Board approved the transfer to Laper Moving, Inc., of Certificate in No. MC 42260, issued September 14, 1940, to Thomas J. Laper, authorizing the transportation of: Household goods, over irregular routes between Rye, N.Y., and points within 15 miles thereof, on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia. David Brodsky, Brodsky & Leiberman, Attorneys, 1776 Broadway, New York 19, New York, for applicants.

No. MC-FC 62690. By order of December 16, 1959, the Transfer Board approved the transfer to Klipsch Hauling Co., St. Louis, Mo. of Certificates Nos. MC 82063 and MC 82063 Sub 1, issued March 6, 1941 and November 26, 1942, to William Klipsch, Jr., doing business as Klipsch Hauling Company, St. Louis, Mo., authorizing the transportation of: Coal, carbonized coal, and coke, from East St. Louis, Ill., and points in Illinois within 50 miles of East St. Louis, to St. Louis, Mo., and points in St. Louis County, Mo. Ernest A. Brooks II, 1301 Ambassador Building, St. Louis, Mo., for applicants.

No. MC-FC 62697. By order of December 16, 1959, the Transfer Board approved the transfer to Beer Transit, Inc., Hartland, Wis. of Certificate No. MC 111310, issued February 25, 1957, to Don Kerr, doing business as Kerr Distributing Co., Hartland, Wis., authorizing the transportation of: Malt beverages, from Minneapolis and St. Paul, Minn., to Menomonie, Wis.; and empty malt beverage containers, from Menomonie, Wis., to Minneapolis and St. Paul, Minn. Alexander P. Misheff, 30 Goodhue County National Bank Building, Red Wing, Minn., for applicants.

No. MC-FC 62745. By order of December 15, 1959, the Transfer Board approved the transfer to Michael Mesday, doing business as Mesday Trucking Service, Trenton, New Jersey, of a portion of Certificate No. MC 44724, issued June 30, 1959, to White's Delivery Service, Inc., Philadelphia, Pennsylvania, authorizing the transportation of chinaware, over irregular routes, from Baltimore, Md., and Trenton, N.J., to New York, N.Y., Claymont and Wilmington, Del., and points in New Jersey, and from Trenton, N.J., to Baltimore, Md. Jacob Polin, 314 Old Lancaster Road, Merion, Pa. (P.O. Box 317, Bala Cynwyd, Pa.), for applicants.

No. MC-FC 62768. By order of December 17, 1959, the Transfer Board approved the transfer to James G. Rains, Jackson, Wyoming of Certificate No. MC 116856 issued November 26, 1957, in the name of Byrle George Walker doing business as Walker Transfer, Jackson, Wyoming, authorizing the transportation of general commodities, excluding household goods, and other specified commodities, over irregular routes, between Victor, Idaho, on the one hand, and, on the other, points in Teton County, Wyo. Boyd R. Thomas, Earl Building, Idaho Falls, Idaho, for applicants.

No. MC-FC 62789. By order of December 16, 1959, the Transfer Board approved the transfer to Francis P. Dignan, Jr., Dorchester District, Boston, Mass., of the operating rights in Permit No. MC 48582, issued June 23, 1943, to Francis P. Dignan, authorizing the transportation, over irregular routes, of such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business, between points within a described territory in Massachusetts, and New Hampshire, and between the described territory on the one hand, and, on the other, Springfield, Mass., Providence, R.I., and Portland, Maine. Mary

E. Kelley, 10 Tremont Street, Boston, Mass., for applicants.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-10881; Filed, Dec. 22, 1959; 8:49 a.m.]

[Notice 301]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

DECEMBER 18, 1959.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209 and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings will be called at 9:30 o'clock a.m., United States standard time unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 531 (Sub No. 100), filed October 19, 1959. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, P.O. Box 14287, Houston, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Petroleum* and *petroleum products,* in bulk, in specialized equipment, (1) from Houston, Tex., and points within 12 miles thereof, to points in Alabama, Arkansas, Florida, Georgia, Mississippi, and Tennessee; (2) from Sweeney, Tex., and points within 5 miles thereof to points in Louisiana; and (3) from New Orleans, La., to points in Alabama and Mississippi. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Colorado, Florida, Georgia, Indiana, Iowa, Illinois, Kentucky, Louisiana, Mississippi, Maryland, Minnesota, Missouri, Nebraska, New Mexico, New York, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Utah, Virginia, West Virginia, and Wisconsin.

HEARING: February 4, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner John B. Mealy.

No. MC 730 (Sub No. 164), filed November 17, 1959. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a Corporation, 1417 Clay Street, Oakland, Calif. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *Fresh and frozen meat,* in vehicles equipped with temperature-controlled devices, serving Walnut Creek, Calif., as an off-route point in connection with applicant's authorized regular route operations to and from Martinez, Calif. Applicant is authorized to conduct operations in California, Colorado, Idaho, Illinois, Iowa, Kansas, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, Utah, Washington, Wisconsin, and Wyoming.

HEARING: January 28, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 2202 (Sub No. 178), filed October 16, 1959. Applicant: ROADWAY EXPRESS, INC., 147 Park Street, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, transporting: *General commodities,* except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Evansville, Ind., and Nashville, Tenn., from Evansville over U.S. Highway 41 to Hopkinsville, Ky., thence over Alternate U.S. Highway 41 to Nashville, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Alabama, Delaware, Georgia, Illinois, Indiana, Kansas, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: February 11, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 264, or, if the Joint Board waives its right to participate, before Examiner John B. Mealy.

No. MC 3874 (Sub No. 1), filed October 7, 1959. Applicant: FILM EXCHANGE TRANSFER CO., INC., 13-17 Piedmont Street, Boston 16, Mass. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Film* and *articles* associated with the exhibition of motion pictures as described in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209, as modified in 61 M.C.C. 766, between Boston, Mass., and New Haven, Conn., on the one hand, and, on the other, points in Rhode Island, those in Connecticut east of Alternate U.S. Highway 5, those in Massachusetts west of a line beginning at Boston Harbor near Quincy, Mass., and extending in a southerly direction through Quincy and Brockton, Mass., to Fall River, Mass., those in New Hampshire on U.S. Highway 202 south of East Jaffrey, N.H., and those in New Hampshire on and within 15 miles of U.S. Highway 3 south of Laconia, N.H. (2) *Magazines,* between Boston, Mass., and Old Saybrook, Conn., on the one hand, and, on the other, points in Rhode Island, those in Connecticut east of Alternate U.S. Highway 5, those in Massachusetts west of a line beginning at Boston Harbor near Quincy, Mass., and extending in a southerly direction through Quincy and Brockton, Mass., to Fall River, Mass., those in New Hampshire on U.S. Highway 202 south of East Jaffrey, N.H., and those in New Hampshire on and within 15 miles of U.S. Highway 3 south of Laconia, N.H.

NOTE: Applicant states it now holds authority to transport *Motion picture film* and *materials, equipment,* and *supplies* used in connection therewith, between the points described in (1) above.

HEARING: February 10, 1960, at the New Post Office and Court House Building, Boston, Mass., before Examiner Garland E. Taylor.

No. MC 15233 (Sub No. 2), filed November 19, 1959. Applicant: FRANK GERRIN, doing business as FRANK'S TRUCKING CO., 73 Arlington Street, Chelsea 50, Mass. Applicant's attorney: Elwood S. McKenney, 41 Tremont Street, Boston 8, Mass. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *General commodities,* except commodities in bulk, those requiring special equipment, household goods as defined by the Commission, and Classes A and B explosives, between Boston, Mass., and points in the Commercial Zone thereof, and points in Connecticut. Applicant is authorized to transport lumber between specified points in Massachusetts, Rhode Island, and New Hampshire.

NOTE: A proceeding has been instituted under section 212(c) in MC 15233 Sub No. 1, to determine whether applicant's status is that of a contract or common carrier.

HEARING: February 8, 1960, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 22, or, if the Joint Board waives its right to participate, before Examiner Garland E. Taylor.

No. MC 29566 (Sub No. 62), filed November 2, 1959. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City 5, Kans. Applicant's attorney: Thomas N. Dowd, Ring Building, Washington 6, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products,* and *meat by-products,* as defined by the Commission, (a) from points in Iowa to points in Arkansas, Kansas, and Tulsa and Oklahoma City, Okla.; (b) from Wichita, Kans., to points in Iowa; (2) *such merchandise* as is dealt in by wholesale and retail food business houses, and in connection therewith, *equipment, materials, premiums* and *supplies* used in the conduct of such business, in truckload lots, from the Plant Site of the Jewel Tea Company, Barrington, Ill., to Oklahoma City and Tulsa, Okla., and Wichita, Kans. Applicant is authorized to conduct operations in Illinois, Kansas, Missouri, Oklahoma, Indiana, Nebraska, Iowa, South Dakota, Arkansas, Kentucky, and Tennessee.

NOTE: Duplication should be eliminated.

HEARING: February 1, 1960, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Maurice S. Bush.

No. MC 31600 (Sub No. 472), filed November 6, 1959. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham 54, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement* (portland, hydraulic and masonry), in bulk, in tank and hopper type vehicles, or in bags, (1) from Akron, Alsen, Buffalo, Catskill, Cementon, Glens Falls, Howes Cave, Hudson, Hudson Upper, Jamesville, and Rosendale, N.Y., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island, (2) from Providence, R.I., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island, and (3) from New Haven, Bridgeport, and Milford, Conn., to White Plains and Tarrytown, N.Y. Applicant is authorized to conduct operations in Connecticut, Delaware, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: February 4, 1960, at the New Post Office and Court House Building, Boston, Mass., before Examiner Garland E. Taylor.

No. MC 37830 (Sub No. 9), filed November 23, 1959. Applicant: COHENNO, INC., 57 Lambert Avenue, Stroughton, Mass. Applicant's attorney: Stanley J. Polak, 11 State Street, Boston 9, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, Between Boston, Mass., and Providence, R.I., on the one hand, and on the other Albany, Rensselaer, and Utica, N.Y. Applicant is authorized to conduct operations in Connecticut, Massachusetts, New Hampshire, and Rhode Island.

HEARING: February 9, 1960, at the New Post Office and Court Building, Boston, Mass., before Examiner Garland E. Taylor.

No. MC 41116 (Sub No. 6), filed October 5, 1959. Applicant: MRS. LOIS M. FOGLEMAN, doing business as FOGLEMAN TRUCK LINE, 1001 West Northern Avenue, Crowley, La. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans, La. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ammonium nitrate*, in bulk and in bags, from Sterlington, La., to points in Alabama, Arkansas, Mississippi, Oklahoma, Tennessee, and Texas. Applicant is authorized to conduct operations in Louisiana.

HEARING: February 2, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner John B. Mealy.

No. MC 52054 (Sub No. 17), filed November 23, 1959. Applicant: S & C TRANSPORT COMPANY, INC., 65 State Street, South Hutchinson, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pepper*, in packages, in mixed shipments with salt, provided that the pepper in packages does not exceed 10 percent of the truckload weight, from Hutchinson, Kans., to points in Minnesota, Arkansas, Nebraska, Oklahoma, North Dakota, South Dakota, Wyoming, points in Colorado on and east of U.S. Highway 85, points in Curry, Bernalillo, Mora, Santa Fe, Colfax, Harding, Los Alamos, Taos, Quay, Guadalupe, Union, San Miguel, Torrance, and Rio Arriba Counties, N. Mex., and points in Cochran, Bailey, Randall, Roberts, Crosby, Swisher, Potter, Sherman, Wichita, Lubbock, Castro, Oldham, Dallas, Cottle, Hall, Gray, Ochiltree, Yoakum, Dickens, Briscoe, Carson, Hansford, Floyd, Collingsworth, Hartley, Foard, Terry, Motley, Childress, Wheeler, Lipscomb, Lamb, Armstrong, Hutchinson, Wilbarger, Lynn, Hale, Donley, Moore, Hockley, Parmer, Deaf Smith, Hemphill, Hardeman, Garza, and Kent Counties, Tex., and *empty containers or other such incidental facilities* used in transporting the above-described commodity, on return. Applicant is authorized to conduct operations in Missouri, Kansas, Oklahoma, Nebraska, Colorado, Minnesota, North Dakota, South Dakota, Wyoming, Arkansas, Texas, and New Mexico.

HEARING: February 3, 1960, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Maurice S. Bush.

No. MC 52858 (Sub No. 80), filed November 6, 1959. Applicant: CONVOY COMPANY, an Oregon Corporation, 3900 Northwest Yeon Avenue, Portland 10, Oreg. Applicant's attorney: Marvin Handler, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, busses* and *chassis*, in truckaway service, in secondary movements, between points in Utah and points in Wyoming. Applicant is authorized to conduct operations in Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, New York, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Utah, Washington, Wisconsin, and Wyoming.

HEARING: January 25, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 61403 (Sub No. 44), filed September 29, 1959. Applicant: THE MASON AND DIXON TANK LINES, INC., Wilcox Drive, Kingsport, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids* and *chemicals*, in bulk, in tank vehicles, from points in Davidson County, Tenn. to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, Virginia, West Virginia, and Wisconsin. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: February 10, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 61825 (Sub No. 19), filed November 30, 1959. Applicant: ROY STONE TRANSFER CORPORATION, Collinsville, Va. Applicant's representative: Thaxton Richardson, P.O. Box 612, Greensboro, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from Bassett and Martinsville, Va., to points in Illinois except Chicago, Ill.), and points in Michigan, and *damaged or rejected shipments* of new furniture, on return. Applicant is authorized to conduct operations in Pennsylvania, Virginia, West Virginia, Ohio, Maryland, New York, New Jersey, North Carolina, South Carolina, the District of Columbia, Delaware, Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, and Tennessee.

NOTE: Applicant states its President is a minority stockholder in R. P. Thomas Trucking Company Incorporated, Martinsville, Va., Certificate MC 64806 and Sub 1 thereunder; therefore, common control may be involved.

HEARING: January 26, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Reece Harrison.

No. MC 77013 (Sub No. 3), filed November 6, 1959. Applicant: NIEDERBRACH TRUCK SERVICE, INC., Steeleville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Houses or buildings, prefabricated* or *component parts* thereof, between Sparta, Ill., on the one hand, and, on the other, points in Arkansas, Indiana, Iowa, Kentucky, Missouri, Tennessee, and Wisconsin. Applicant is authorized to conduct operations in Illinois and Missouri.

NOTE: Applicant states that the component parts will belong to the homes or buildings and will be transported on same vehicle at same time.

HEARING: January 25, 1960, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner Maurice S. Bush.

No. MC 100592 (Sub No. 16), filed November 25, 1959. Applicant: JAMES STUFFO, INC., 3010 North 21st Street, Philadelphia 32, Pa. Applicant's attorney: Paul F. Barnes, 811-819 Lewis Tower Building, 225 South 15th Street, Philadelphia 2, Pa. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Flue lining, drain tile*, and *sewer pipe*, from the site of the Philadelphia Brick Company plant located in Darby Township, Delaware County, Pa., to points in Maryland beyond 100 miles of Philadelphia, Pa., and points in New York, Connecticut, Rhode Island, Massachusetts, and Washington, D.C. Applicant is authorized to conduct operations in Connecticut, Delaware, Illinois, Indiana, Iowa, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, West Virginia, Wisconsin, and the District of Columbia.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 100592 (Sub No. 12), to determine whether applicant's status is that of a common or contract carrier.

HEARING: January 25, 1960, at the Offices of The Interstate Commerce Commission, Washington, D.C., before Examiner C. Evans Brooks.

No. MC 102560 (Sub No. 5), filed October 1, 1959. Applicant: FREILER INDUSTRIES, INC., P.O. Box 661, Amite, La. Applicant's attorney: Harold R. Ainsworth, National Bank of Commerce Building, New Orleans 12, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Timber, poles* and *pilings*, all of which have been treated with creosote and chemicals, (1) from points in Mississippi to point in Louisiana and Missouri and (2) from points in Louisiana to points in Mississippi. Applicant is authorized to conduct operations in Louisiana and Mississippi.

HEARING: February 2, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner John B. Mealy.

No. MC 104654 (Sub No. 126), filed October 21, 1959. Applicant: COMMERCIAL TRANSPORT, INC., South 20th Street, P.O. Box 297, Belleville, Ill. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Wood River, Ill., and points within 25 miles of Wood River, to points in Michigan and Minnesota. Applicant is authorized to conduct operations in Illinois, Indiana, Missouri, Kentucky, Arkansas, Tennessee, and Iowa.

HEARING: January 25, 1960, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner Maurice S. Bush.

No. MC 106223 (Sub No. 52), filed December 2, 1959. Applicant: GREENLEAF MOTOR EXPRESS, INC., 4606 State Avenue, Ashtabula, Ohio. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Latex*, liquid, from Avon Lake, Ohio, to points in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, and those in Pennsylvania on and east of a line beginning at the Pennsylvania-New York State line at U.S. Highway 220, and extending along U.S. Highway 220 to Halls, Pa., thence along Pennsylvania Highway 14 to Harrisburg, Pa., and thence along U.S. Highway 111 to the Pennsylvania-Maryland State line. Applicant is authorized to conduct operations in Ohio, Pennsylvania, Connecticut, Massachusetts, Rhode Island, New York, the District of Columbia, Maryland, New Jersey, Indiana, Michigan, Illinois, Kentucky, Delaware, West Virginia, Vermont, Tennessee, Missouri, Wisconsin, Alabama, Iowa, Maine, Minnesota, and New Hampshire.

HEARING: January 22, 1960, at The Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 106398 (Sub No. 131), filed August 12, 1959. Applicant: NATIONAL TRAILER CONVOY, INC., 1916 North Sheridan Road, Tulsa, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from points in Tennessee, to points in the United States, including Alaska. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 8, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 107272 (Sub No. 19), filed November 16, 1959. Applicant: MON-KEM COMPANY, INC., 1206 East Sixth Street, Joplin, Mo. Applicant's attorney: James F. Miller, 500 Board of Trade, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial fertilizer*, in bags and in bulk, but not in tank vehicles, from Horn, Mo., and points in Missouri within 10 miles thereof to points in Minnesota, Missouri, Kansas, Iowa, Nebraska, Arkansas, North Dakota, South Dakota, and Oklahoma, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, and Tennessee.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier in No. MC 107272 (Sub No. 14).

HEARING: February 5, 1960, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Maurice S. Bush.

No. MC 107295 (Sub No. 64), filed October 23, 1959. Applicant: PRE FAB TRANSIT CO., a Corporation, Farmer City, Ill. Applicant's attorney: Mack Stephenson, 208 East Adams Street, Springfield, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boards*, building, wall and insulating, such as fibreboard, pulpboard or strawboard, or fibreboard, pulpboard, or strawboard and wood combined, and *parts, materials*, and *accessories* incidental thereto, from Meridian, Miss., to points in the United States on and east of U.S. Highway 85. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 8, 1960, at the U.S. Custom House, Room 852, 610 South Canal Street, Chicago, Ill., before Examiner Maurice S. Bush.

No. MC 109269 (Sub No. 3), filed November 9, 1959. Applicant: HOWARD H. HILL AND GUILFORD M. BURDICK, doing business as SWAIN MOTOR FREIGHT LINE, 2336 Norman Avenue NW., Knoxville, Tenn. Applicant's attorney: Frank B. Creekmore, 9th Floor Bank of Knoxville Building, Knoxville 2, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, from Cherokee, Waynesville, Canton, Sylva, Dillsboro, Franklin, and Bryson City, N.C., to Knoxville, Tenn. Applicant is authorized to conduct operations in North Carolina and Tennessee.

NOTE: The purpose of this application is to seek a return haul to applicant's existing operations which applicant holds in Certificate No. MC 109269 authorizing from Knoxville, Tenn., to the North Carolina points named herein.

HEARING: January 22, 1960, at the County Court House, Knoxville, Tenn., before Joint Board No. 8, or, if the Joint Board waives its right to participate, before Examiner John B. Mealy.

No. MC 109611 (Sub No. 3), filed November 23, 1959. Applicant: OVERNITE MOTOR SERVICE, INC., 3600 West State Street, Rockford, Ill. Applicant's representative: Thomas P. Scanlan, 111 West Washington, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, serving Belvidere, Ill., as an intermediate point in connection with applicant's authorized regular route operations between Freeport and Chicago, Ill., over U.S. Highway 20. Applicant is authorized to conduct operations between Freeport and Chicago, Ill., over U.S. Highway 20, serving the intermediate point of Rockford and points in the Chicago, Ill., Commercial Zone as intermediate and off-route points. A petition has been filed in No. MC 109611 dated November 20, 1959, seeking reopening of that proceeding to permit the above-described operations.

HEARING: February 8, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149, or, if the Joint Board waives its right to participate, before Examiner Maurice S. Bush.

No. MC 109689 (Sub No. 99), (REPUBLICATION), filed October 26, 1959, published FEDERAL REGISTER, issue of December 9, 1959. Applicant: W. S. HATCH CO., a corporation, 643 South 800 West, Woods Cross, Utah. Applicant's attorney: Mark K. Boyle, 345 South State Street, Salt Lake City 1, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar, corn syrup, including blends of corn syrup and liquid sugar, vegetable oils, animal oils, fish oils* and *tallow*, in bulk, from points in Utah to points in Idaho, Wyoming and Nevada, and *rejected or contaminated shipments* of the above-specified commodities, on return. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

NOTE: The purpose of this republication is to add the commodity liquid sugar, inadvertently omitted from the previous publication.

HEARING: Remains as assigned January 15, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner James H. Gaffney.

No. MC 110420 (Sub. No. 245), filed November 16, 1959. Applicant: QUALITY CARRIERS, INC., Calumet Street, Burlington, Wis. Applicant's attorney: Paul F. Sullivan, Sundial House, 1821 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Core oil*, in bulk, in tank vehicles, from Racine, Wis., to points in Michigan, Indiana, Illinois, Iowa, and Minnesota; (2) *Animal fats*, in bulk, in tank vehicles, from points in Illinois to points in Iowa, Ohio, and Tennessee; and (3) *Vegetable oil foots*, in bulk, in tank vehicles, from Chicago, Ill., to New York, N.Y. Applicant is authorized to conduct operations in Alabama, Arkansas, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: January 14, 1960, at Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Allan F. Borroughs.

No. MC 110505 (Sub No. 56), filed October 23, 1959. Applicant: RINGLE TRUCK LINE, INC., 601 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boards*, building, wall and insulating, such as fibreboard, pulpboard or strawboard, or fibreboard, pulpboard, or strawboard and wood combined, and *parts, materials*, and *accessories* incidental thereto, from Meridian, Miss., to points in the United States on and east of U.S. Highway 85, and *damaged or rejected shipments* of the above-specified commodities on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 8, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Maurice S. Bush.

No. MC 110733 (Sub No. 8), filed October 9, 1959. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper* and *paper products* as described in Appendix XI, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and *related articles*, from Crossett, Ark., to points in Alabama, Arkansas, Louisiana, Mississippi and Tennessee, and *empty containers or other such incidental facilities* used in transporting the above-specified commodities, on return; and (2) *textile containers* and *packaging materials* and *related articles; paper* and *paper products* as described in Appendix XI, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and *related articles*, from New Orleans, La., to points in Alabama, Arkansas, Louisiana, Mississippi and Tennessee, and *empty containers or other such incidental facilities* used in transporting the above-specified commodities under (2) on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 110733 (Sub No. 6).

HEARING: January 26, 1960, at the Peabody Hotel, Memphis, Tenn., before Examiner John B. Mealy.

No. MC 110733 (Sub No. 9), filed October 14, 1959. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Ammonium nitrate, fertilizer*, and *fertilizer ingredients*, from Sterlington, La., including Pace Lake, La., to points in Texas, Missouri, Oklahoma, and Kentucky, and *exempt commodities* under section 203(b) of the Interstate Commerce Act, on return movements. Applicant is authorized to conduct operations in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee.

NOTE: A proceeding has been instituted in No. MC 110733 (Sub No. 6) under section 212(c) to determine whether applicant's status is that of a common or contract carrier.

HEARING: January 25, 1960, at the Peabody Hotel, Memphis, Tenn., before Examiner John B. Mealy.

No. MC 110733 (Sub No. 11), filed November 9, 1959. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, from Memphis, Tenn. to points in Missouri, Texas, Kansas, Oklahoma, Florida, Georgia, North Carolina, South Carolina, and Kentucky, and *empty containers or other such incidental facilities* used in transporting the above-specified commodity, on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee.

NOTE: A proceeding has been instituted under section 212(c) to determine whether applicant's status is that of a contract or common carrier, assigned docket No. MC 110733 (Sub No. 6).

HEARING: January 25, 1960, at the Peabody Hotel, Memphis, Tenn., before Examiner John B. Mealy.

No. MC 111159 (Sub No. 97), filed October 5, 1959. Applicant: MILLER TRANSPORTERS, LTD., P.O. Box 1123, Jackson, Miss. Applicant's attorney: Phineas Stevens, 700 Petroleum Building, P.O. Box 141, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum* and *petroleum products*, in bulk, in tank vehicles, from points in Lincoln, Marion, and Walthall Counties, Miss., to points in Louisiana, except petroleum distillates from Sandy Hook, Miss., and points within 15 miles thereof, to Chalmette, La., and except liquefied petroleum gas to points in Louisiana within 150 miles of Henderson, Tex.

HEARING: January 28, 1960, at the Robert E. Lee Hotel, Jackson, Miss., before Joint Board No. 28, or, if the Joint Board waives its right to participate, before Examiner John B. Mealy.

No. MC 111159 (Sub No. 99), filed October 26, 1959. Applicant: MILLER TRANSPORTERS, LTD., a Corporation, P.O. Box 1123, Jackson, Miss. Applicant's attorney: Phineas Stevens, P.O. Box 141, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid argon*, in bulk, in shipper-owned tank vehicles, from points in Warren County, Miss., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, and *empty shipper-owned tank vehicles*, on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, Ohio, Oklahoma, and Tennessee.

HEARING: January 29, 1960, at the Robert E. Lee Hotel, Jackson, Miss., before Examiner John B. Mealy.

No. MC 111159 (Sub No. 100), filed October 26, 1959. Applicant: MILLER TRANSPORTERS, LTD., a Corporation, P.O. Box 1123, Jackson, Miss. Applicant's attorney: Phineas Stevens, P.O. Box 141, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gases*, in bulk, in tank vehicles, from points in Chicot County, Ark., to points in Alabama on and north of U.S. Highway 80, points in Mississippi, and points in Tennessee on and west of a line beginning at the Tennessee-Georgia State Line, near Chattanooga, Tenn., and extending over U.S. Highway 41 to Nashville, Tenn. and thence over U.S. Highway 31W to the Tennessee-Kentucky State Line, near Mitchellville, Tenn. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, Ohio, Oklahoma, and Tennessee.

HEARING: February 3, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner John B. Mealy.

No. MC 111170 (Sub No. 57), filed October 22, 1959. Applicant: WHEELING PIPE LINE, INC., P.O. Box 270, El Dorado, Ark. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gases*, in bulk, in tank vehicles, from Lake Village, Ark., and points within 12 miles thereof, to points in Alabama, Mississippi and Tennessee. Applicant is authorized to conduct operations in Alabama, Arkansas, Indiana, Georgia, Louisiana, Mississippi, Missouri, Texas, and Tennessee.

HEARING: January 29, 1960, at the Robert E. Lee Hotel, Jackson, Miss., before Examiner John B. Mealy.

No. MC 111214 (Sub No. 3), filed September 11, 1959. Applicant: CLARK V. GRAHAM, doing business as CONTRACT TRUCKING COMPANY, 457 Dory Street, Jackson, Miss. Applicant's attorney: Rubel L. Phillips, Deposit Guaranty Bank Building, Jackson, Miss. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cotton bagging*, (a) from New Orleans, La., to points in Arkansas, Mississippi, Missouri, and points in Tennessee west of the Tennessee River, and (b) from Gulfport, Miss., to points in Arkansas, Missouri, and points in Tennessee west of the Tennessee River and (2) *Cotton ties*, from Birmingham, Ala., to points in Mississippi, Arkansas, Missouri, and points in Tennessee west of the Tennessee River. Applicant is authorized to conduct operations in Alabama, Arkansas, Mississippi, and Tennessee.

NOTE: Applicant states the above described operations will be under a continuing contract for L. B. Brown Company, Memphis, Tenn.

HEARING: January 28, 1960, at the Robert E. Lee Hotel, Jackson, Miss., before Examiner John B. Mealy.

No. MC 112446 (Sub. No. 22), filed September 28, 1959. Applicant: REFINERS TRANSPORT, INC., P.O. Box 1165, 1300 51st Avenue, North, Nashville 9, Tenn. Applicant's attorney: Clarence Evans, Third National Bank Building, Nashville 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids* and *chemicals*, in bulk, in tank vehicles, from points in Davidson County, Tenn., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, Virginia, West Virginia, and Wisconsin. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Mississippi, Minnesota, Missouri, Michigan, Tennessee, North Carolina, South Carolina, Rhode Island, New Jersey, Virginia, Illinois, Indiana, Kentucky, Ohio, and Wisconsin.

HEARING: February 10, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 113855 (Sub No. 42), filed November 2, 1959. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's attorney: Franklin J. Van Osdel, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New and used wooden poles and posts, heavy wood piling, peeled tree trunks, movers wooden rollers, lumber, wood blocking, rough wooden skids, pre-cut lumber, dollys* and *uncut wooden timbers*, from points in Washington, Oregon, Idaho, California, Montana, and Arizona to points in Iowa, Wisconsin, and Illinois. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 11, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Maurice S. Bush.

No. MC 113903 (Sub No. 4), filed November 24, 1959. Applicant: THEODORE L. FREEMAN AND WILLIAM L. CAMPBELL, doing business as BROOKINGS LIVESTOCK AND TRUCKING CO., Box 1218, Brookings, Oreg. Applicant's attorney: Robert R. Hollis, 1121 Equitable Building, Portland 4, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Resin glues, silicates* and *resins*, in bulk, in collapsible tanks or containers, from points in Santa Clara, Alameda, and Contra Costa Counties, Calif., to points in Curry County, Oreg., excluding the city of Brookings, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application. Applicant is authorized to conduct operations in California and Oregon.

HEARING: January 28, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 11, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 115144 (Sub No. 1), filed November 12, 1959. Applicant: ROBERT D. GONYNOR, doing business as TRAILER HOME SERVICE, 131 Summer Street, Fitchburg, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New mobile homes, including furnishings*, in initial movements, in truckaway service, from Elkhart, Ind., and points in Randolph, Henry, Madison, Hamilton, Boone, Montgomery, Fountain and Warren Counties, Ind., Manistee, Waxford, Missaukee, Roscommon, Ogemaw and Iosco Counties, Mich., Lake, McHenry, De Kalb, La Salle, Livingston, McLean, Ford, and Vermilion Counties, Ill., and Darke, Augliase, Allen, Hancock, Wood, and Lucas Counties, Ohio, to Fitchburg, Mass. and points in New London, Hartford, and Middlesex Counties, Conn., Newport and Washington Counties, R.I., Rockingham, Merrimack, Hillsboro, and Cheshire Counties, N.H., Windham County, Vt., and Dutchess and Columbia Counties, N.Y.; and (2) *new and used mobile homes, including furnishings and personal property of owners* in secondary movements, in truckaway service, from Fitchburg, Mass. and points in New London, Hartford, and Middlesex Counties, Conn., Newport and Washington Counties, R.I., Rockingham, Merrimack, Hillsboro, and Cheshire Counties, N.H., Windham County, Vt., and Dutchess and Columbia Counties, N.Y., to points in the United States in and east of Louisiana, Mississippi, Tennessee, Kentucky, Illinois, Wisconsin, and Minnesota.

HEARING: February 5, 1960, at the New Post Office and Court House, Building, Boston, Mass., before Examiner Garland E. Taylor.

No. MC 115817 (Sub No. 1), filed October 12, 1959. Applicant: WILLIAM MARAUSZWSKI, doing business as BILLY'S TRUCKING, 13 Clarendon Street, Pittsfield, Mass. Applicant's attorney: Reubin Kaminsky, 410 Asylum Street, Hartford 3, Conn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel*, on hangers, *materials* and *supplies* used in the manufacture of wearing apparel, and *empty containers or other such incidental facilities* used in transporting the above-specified commodities, between Pittsfield and West Springfield, Mass., on the one hand, and, on the other, Little Falls, Oswego, N.Y., and the New York, N.Y., Commercial Zone as defined by the Commission. Applicant is authorized to conduct common carrier operations in Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania.

HEARING: February 1, 1960, at the U.S. Court House, Hartford, Conn., before Examiner Garland E. Taylor.

No. MC 115841 (Sub No. 64), filed September 16, 1959. Applicant: COLONIAL REFRIGERATED TRANSPORTATION INC., 1215 Bankhead Highway West, P.O. Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fruit beverages, canned goods*, and *frozen foods*, from Springdale, Ark., to points in Louisiana, Mississippi, and Tennessee. Applicant is authorized to conduct operations in Maine, Massachusetts, Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Arkansas, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, Texas, Vermont, Virginia, Washington, West Virginia, Wisconsin, and the District of Columbia.

HEARING: February 1, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner John B. Mealy.

No. MC 116577 (Sub No. 4), filed September 28, 1959. Applicant: CECIL J. PHILLIPS, doing business as CECIL J. PHILLIPS TRUCK LINE, Route 3, Weaver Pike, Bristol, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel and aluminum sheets and plates, pipe, fittings, tanks* and *fabrications*, (1) from Bristol and Johnson City, Tenn., to points in Texas, Louisiana, Arkansas, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina, Tennessee, Kentucky, Virginia, West Virginia, Pennsylvania, Ohio, New York, Michigan, Wisconsin, Maryland, Maine, New Jersey, Massachusetts, New Hampshire, Indiana, Illinois, Connecticut, Delaware, and Missouri; and (2) from Baltimore, Md., Washington, Pa., Massillon, Ohio, Norfolk, Va., Savannah, Ga., and Charleston, S.C., to Bristol and Johnson City, Tenn.

HEARING: January 22, 1960, at the County Court House, Knoxville, Tenn., before Examiner John B. Mealy.

No. MC 117165 (Sub No. 3), filed November 2, 1959. Applicant: C. J. DAVIS, doing business as ST. LOUIS FREIGHT LINES, 1000 Michigan Avenue, St. Louis, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Boards*, building, wall, and door insulating, such as fibreboard, pulpboard or strawboard, or fibreboard, pulpboard or strawboard and wood combined, and *parts, materials,* and *accessories* incidental thereto, from Meridian, Miss., to points in the United States on and east of U.S. Highway 85, and *rejected and damaged shipments* of the above-specified commodities on return.

NOTE: Applicant presently has a pending application under MC 105572 (Sub No. 19) seeking authority to convert his operations from contract carrier authority to common carrier authority, and states in the event said application for conversion is not granted, applicant would desire to have contract carrier authority issued to transport the subject commodities as above specified.

HEARING: February 8, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Maurice S. Bush.

No. MC 117998 (Sub No. 1), filed November 23, 1959. Applicant: RAY WILSON, 307 Missouri Street, Steele, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Tampa, Fla., to Terre Haute, Ind., and *exempt commodities* under section 203(b)(6), Interstate Commerce Act, on return. Applicant is authorized to conduct operations in Louisiana, Indiana, Illinois, Missouri, and Alabama.

HEARING: January 28, 1960, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner Maurice S. Bush.

No. MC 118284 (Sub No. 1), filed October 29, 1959. Applicant: R. J. & C. W. FLETCHER, INC., Lenoir City, Tenn. Applicant's attorney: Frank B. Creekmore, Ninth Floor Bank of Knoxville Building, Knoxville 2, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat* and *meat products* and *packing house products*, between points in Bronx, Kings, Nassau, New York, Orange, Putnam, Queens, Rockland, Suffolk, and Westchester Counties, N.Y., Berks, Bucks, Chester, Delaware, Montgomery, Philadelphia, and Lehigh Counties, Pa., and Burlington, Camden, Gloucester, Salem, Ocean, Monmouth, Mercer, Middlesex, Somerset, Hunterdon, Morris, Sussex, Passaic, Union, Essex, Bergen, and Hudson Counties, N.J., and New Orleans, La.

NOTE: Applicant indicates the proposed operations as follows: from New York and Philadelphia, serving the above-named counties, to Lenoir City, Tenn., and thence to New Orleans. Service is also requested at Clarksville, Union City, Knoxville, Nashville, and Memphis, Tenn., and West Point, Hernando, Grenada, and Jackson, Miss., in connection with the above authority; also, service is requested to and from all points listed in Tennessee, from New York and Philadelphia and the named counties, to all of the named cities in Tennessee, Mississippi, and Louisiana, and from said cities to New York and Philadelphia and the named counties therein. Applicant further states no service is requested between New York and Philadelphia, or between the named counties.

HEARING: February 12, 1960, at the Dinkler-Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 118554 (Sub No. 2), filed December 2, 1959. Applicant: EDWIN E. CLARKE, doing business as CLARKE BULK TRANSFER, 300 West Elm Street, Norristown, Pa. Applicant's attorney: William J. Wilcox, Sixth Floor Commonwealth Building, Allentown, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flour*, in bulk, in pneumatically equipped hopper-type trailers, from points in Bucks, Cumberland, Dauphin, Lancaster, Lebanon, Lycoming, and York Counties, Pa., to Pennsauken, N.J., and *refused or rejected shipments* of fluor, on return.

HEARING: January 22, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner William E. Messer.

No. MC 118616 (Sub No. 1), (REPUBLICATION), filed September 3, 1959, published FEDERAL REGISTER, issue of December 9, 1959. Applicant: WILLIAM E. LASATER, doing business as LASATER MOTOR LINES, Route No. 1, Bunnlevel, N.C. Applicant's attorneys: John R. Jordan, Jr., and William L. Dawkins, Suite 400, First Citizens Bank Building, Raleigh, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dressed lumber*, from points in Wake, Moore, Lee, and Harnett Counties and Chatham County South of U.S. Highway 64, all in North Carolina, to points in New Jersey, New York, Connecticut, Delaware, Pennsylvania, Ohio, and West Virginia, and (2) *rough lumber*, from points in Hamilton, Fulton, Montgomery, Herkimer, Otsego, Oneida, Madison, Chenago, and Onondaga Counties, N.Y., to points in Virginia and North Carolina, on return.

NOTE: The purpose of this republication is to eliminate the commodity rough lumber in (1) above, previously published, in error.

HEARING: Remains as assigned January 11, 1960, in the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Examiner Francis A. Welch.

No. MC 118912 (Sub No. 2), filed November 25, 1959. Applicant: BURNHAM TRUCKING CO., INC., 52 Fletcher Street, Ayer, Mass. Applicant's attorney: Raymond E. Bernard, 53 State Street, Boston 9, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pin setter machines*, bowling alley, automatic (set up loose) for the account of Bowl-Mor Company, Inc., from Littleton, Mass., and points within 10 miles thereof, and from Everett, Mass., to Washington, D.C., points in Maine, New Hampshire, Vermont, Rhode Island, Connecticut, Pennsylvania, Maryland, Virginia, and North Carolina, and the ports of entry on the International Boundary lines between the United States and Canada at or near Calais, and Madawaska, Maine; Derby and Highgate Springs, Vt.; and Rouses Point, N.Y., and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application and *automatic bowling machines, used and disassembled*, from the above-specified destination points to the above-specified origin points.

HEARING: February 9, 1960, at the New Post Office and Court House Building, Boston, Mass., before Examiner Garland E. Taylor.

No. MC 119194, filed September 3, 1959. Applicant: R. L. & S. TRUCKING CO., INC., 401 Belmont Avenue, Shelbyville, Tenn. Applicant's attorney: Tyrus H. Cobb, 111 South Main Street, Shelbyville, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer* and *empty containers*, between points in Bedford and Franklin Counties, Tenn. (including Shelbyville and Winchester), on the one hand, and, on the other, Evansville, Ind., Louisville, Ky., Milwaukee, Wis., and Peoria, Ill.

HEARING: February 8, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 119231, filed September 23, 1959. Applicant: JOHN L. HUNTER AND ROBERT C. SHREEVES, a Partnership, doing business as TRAVEL TRAILER CONVOY COMPANY, 1415 Lebanon Road, Nashville, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile homes, house trailers*, between points in Alabama, Georgia, Florida, Mississippi, Louisiana, Texas, Arkansas, Tennessee, South Carolina, North Carolina, Virginia, Kentucky, and Indiana.

HEARING: February 9, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 119245EX, filed October 7, 1959. Applicant: E. J. PAULETTE, doing business as PAULETTE'S DELIVERY SERVICE, 1155 Joseph Street, Shreveport, La. Applicant's attorney: John W. Haygood, 406 Petroleum Tower, Shreveport, La. For a Certificate of Exemption (BMC 72) under section 204(a)(4a), Part II of the Interstate Commerce Act, authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* customarily sold at retail drug or notion stores, including but not limited to cosmetics, drugs, notions, patent medicines, medical and dental supplies and equipment, toys, costume jewelry, books, periodicals and other publications, photographic supplies and equipment, household appliances, sporting goods, hardware, and clothing and other dry goods, between Shreveport, La., and points in Louisiana within 125 miles thereof.

HEARING: February 3, 1960, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner John B. Mealy.

No. MC 119271, filed October 22, 1949. Applicant: DAVID JORDAN, doing business as DAVID JORDAN, TRANSPORTATION COMPANY, P.O. Box 611, Clarksville, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats* and *packing house products*, between Nashville, Clarksville, Union City, and Memphis, Tenn., Philadelphia, Pa., Baltimore, Md., and New York, N.Y.

HEARING: February 11, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner John B. Mealy.

No. MC 119304, filed November 16, 1959. Applicant: GORDON MEAD, Roxbury, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural lime*, in bulk, from Lee and West Stockbridge, Mass., to points in Delaware and Schoharie Counties, N.Y.

NOTE: Applicant states "carrier will spread the lime".

HEARING: January 25, 1960, at the Federal Building, Albany, N.Y., before Examiner Abraham J. Essrick.

No. MC 119312, filed November 19, 1959. Applicant: JACK BERNSTEIN, doing business as CARDINAL TRAILER TOWING SERVICE, 2800 South First Street, San Jose, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile house trailers*, designed to be drawn by passenger automobiles, in initial and secondary movements in truckaway service, between points in Oregon, Washington, California, Nevada, Colorado, Utah, Idaho, Arizona, New Mexico, Wyoming, and Montana.

HEARING: January 29, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 119337, filed December 2, 1959. Applicant: THE WHYTE TRUCKING COMPANY, INC., 655 Bourbon Street., Havre de Grace, Md. Applicant's attorney: Douglas N. Sharretts, 1427 Munsey Building, Baltimore 2, Md. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand* and *gravel*, in bulk, (not in containers), from Havre de Grace, North East, and Bel Air, Md., to Reading, Kennett Square, Chester, and Coatesville, Pa., and points in Delaware.

NOTE: Applicant states all the territory to be served by it lies in the area north of U.S. Highway 40, east of U.S. Highway 222 between Lancaster, Pa. and Havre de Grace, south of U.S. Highway 30 running from Lancaster to Philadelphia, Pa., and west of the western boundaries of the city of Philadelphia; and that the route and territory of the contract under which applicant desires to operate is limited geographically to the area enclosed within these boundaries, excepting in Delaware, wherein applicant will operate to various destinations throughout the entire State.

HEARING: January 25, 1960, at the Offices of The Interstate Commerce Commission, Washington, D.C., before Joint Board No. 199.

MOTOR CARRIERS OF PASSENGERS

No. MC 1934 (Sub No. 2), filed October 5, 1959. Applicant: THE ARROW LINE, INC., 70 Florence Street, East Hartford, Conn. Applicant's attorney: Thomas W. Murrett, 410 Asylum Street, Hartford, Conn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in special round trip operations, (1) between New Haven, Conn., and Narragansett Park, Pawtucket, R.I., from New Haven easterly over the Connecticut Turnpike to the junction of Connecticut Highway 85 and the Connecticut Turnpike in the Town of Waterford, Conn., thence over Connecticut Highway 85 to New London, Conn., thence return over Connecticut Highway 85 to the junction of the Connecticut Turnpike and Connecticut Highway 85, thence over the Connecticut Turnpike to the terminus of the Connecticut Turnpike and the junction of U.S. Highway 6 near South Killingly, Conn., thence easterly over U.S. Highway 6 to Providence, R.I., thence over city streets to Narragansett Park, Pawtuckett, R.I., and return over the same route, serving no intermediate points; (2) between New Haven, Conn., and Lincoln Downs Race Track, Lincoln, R.I., from New Haven easterly over the Connecticut Turnpike to the junction of Connecticut Highway 85 and the Connecticut Turnpike in the Town of Waterford, Conn., thence over Connecticut Highway 85 to New London, Conn., thence return over Connecticut Highway 85 to the junction of the Connecticut Turnpike and Connecticut Highway 85, thence over the Connecticut Turnpike to the terminus of the Connecticut Turnpike and the junction of U.S. Highway 6 near South Killingly, Conn., thence easterly over U.S. Highway 6 to the junction of Rhode Island Highway 116 to the junction of Rhode Island Highway 116 and U.S. Highway 44 at Greenville, R.I., thence easterly over U.S. Highway 44 at Providence, R.I., thence over city streets to Rhode Island Highway 146, thence northerly over Rhode Island Highway 146 to Lincoln Downs, Lincoln, R.I., and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Connecticut, Massachusetts, and New York.

HEARING: February 2, 1960, at U.S. Court Rooms, Hartford, Conn., before Joint Board No. 252, or, if the Joint Board Waives its right to participate, before Examiner Garland E. Taylor.

No. MC 2353 (Sub No. 12), filed December 1, 1959. Applicant: MONUMENTAL MOTOR TOURS, INC., 3319 Pulaski Highway, Baltimore, Md. Applicant's attorney: S. Harrison Kahn, 1110-14 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, during racing season, beginning and ending in Wilmington, Del., and extending to Pimlico Race Course, Baltimore, Md. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 1, 1960, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 40.

No. MC 119217 filed, September 16, 1959. Applicant: JONATHAN H. CONROW, doing business as NEW YORK SUBURB AIRPORT TRANSPORTATION SERVICE, 115 Long Neck Point Road, Darien, Conn. Applicant's attorney: Stephen Pierson, 1 Atlantic Street, Stamford, Conn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, restricted to the transportation of passengers having an immediately prior or subsequent movement by air, between New Haven, Milford, Bridgeport, Westport, Norwalk, Stamford, and Greenwich, Conn., and Terrytown, White Plains, Rye, and New Rochelle, N.Y., and Idlewild and La Guardia Airport, N.Y.: (1) from the above-named cities in Connecticut and New York, over their respective city streets, to the New England Thruway, thence via the New England Thruway to its intersection with the Hutchinson River Parkway, thence over the Hutchinson River Parkway to the Bronx Whitestone Bridge (alternate route, at the intersection of the New England Thruway and Bruckner Boulevard, over Bruckner Boulevard to the Bronx Whitestone Bridge), thence across the Bronx Whitestone Bridge to the Whitestone Parkway, thence along Whitestone Parkway to Grand Central Parkway, and thence along Grand Central Parkway to La Guardia Airport (or, as alternates, along city streets running parallel with the Whitestone and Grand Central Parkways, to La Guardia Airport), and return, serving all intermediate points; and (2) from the above-named cities in Connecticut and New York, via their respective city streets, to the New England Thruway, thence over said Thruway to its intersection with the Hutchinson River Parkway, thence over said Parkway to the Bronx Whitestone Bridge, thence across said Bridge to the Whitestone Parkway, thence along said Parkway to Grand Central Parkway, thence along Grand Central Parkway to the Van Wyck Expressway, and thence along said Expressway to Idlewild Airport (or, as alternates, using parallel city streets to intersection thereof with the Van Wyck Expressway, thence along said Expressway to Idlewild Airport), and return, serving all intermediate points.

HEARING: February 1, 1960, at the U.S. Court Rooms, Hartford, Conn., before Examiner Garland E. Taylor.

APPLICATION FOR BROKERAGE LICENSE

No. MC 12721, filed November 19, 1959. Applicant: GEORGE R. BECKHAM, doing business as GEORGE R. BECKHAM TOURS, 298 Chapman Street, Canton, Mass. Authority sought to operate as a *broker* (*BMC 5*) at Canton, Mass., in arranging for transportation in interstate or foreign commerce by motor vehicle, of: *Passengers and their baggage*, beginning and ending at points in Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Maine, and extending to points in the United States, including Ports of Entry on the boundary between the United States and Canada.

NOTE: Applicant states it proposes to engage in organizing and conducting chartered all-expense tours for student groups, girl and boy scout groups, athletic teams, adult clubs, etc., to all destinations in the United States and Canada.

HEARING: January 19, 1960, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 231, or, if the Joint Board waives its right to participate, before Examiner A. Lane Cricher.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 1641 (Sub No. 45), filed December 9, 1959. Applicant: RAY PEAKE, doing business as PEAKE TRANSPORT SERVICE, Chester, Nebr. Applicant's attorney: Einar Viren, 904 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Phillipsburg, Kans., to points in South Dakota, and *empty containers or other such incidental facilities* used in transporting petroleum products, and *damaged or rejected shipments* thereof, on return. Applicant is authorized to conduct operations in Kansas, Nebraska, Iowa, and South Dakota.

NOTE: Applicant states it presently holds authority to transport petroleum products from points in Kansas to specified points in Nebraska, including Phillipsburg as an origin point and Geneva, Nebr., as a destination point, and also from the site of a pipeline terminal at or near Geneva to points in South Dakota; that under such authority applicant provides through service from Phillipsburg to points in South Dakota through the common point of Geneva; and that the purpose of this application is to afford the use of irregular alternate routes from Phillipsburg to points in South Dakota via highways over which the shortest practicable mileages might be obtained.

No. MC 29555 (Sub No. 33), filed November 9, 1959. Applicant: BRIGGS TRANSPORTATION CO., a Corporation, 2360 West County Road C., St. Paul 13, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, livestock, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment except those requiring temperature control, and those injurious or contaminating to other lading, between Hudson, Wis., and Eau Claire, Wis., over U.S. Highway 94, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular route operations between St. Paul, Minn., and Eau Claire, Wis. Applicant is authorized to conduct operations in Illinois, Indiana, Minnesota, and Wisconsin.

No. MC 42380 (Sub No. 23), filed December 9, 1959. Applicant: MINNESOTA-WISCONSIN TRANSIT, INC., 2280 Ellis Avenue, St. Paul 14, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Hudson, Wis., and Eau Claire, Wis., from Hudson over Interstate Highway 94 to Eau Claire, and return over the same route, serving the intermediate or off-route points of Roberts, Hammond, Baldwin, Woodville, Hersey, Wilson, Knapp, Menomonie, and Elk Mound, Wis.

NOTE: Applicant indicates the new highway is now completed to Menomonie, with the Eau Claire segment to be completed shortly. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Minnesota, and Wisconsin.

No. MC 42487 (Sub No. 438), filed December 10, 1959. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 2116 Northwest Savier Street, Portland, Oreg. Applicant's attorney: Adolph J. Bieberstein, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aviation gasoline*, in bulk, in tank vehicles, from the site of Standard Oil Company of Indiana Refinery at Whiting, Ind., to Standard Oil Co., of Indiana Bulk Plant at Sayner, Wis. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Illinois, Indiana, Iowa, Michigan, Minnesota, Montana, Nebraska, Nevada, New Mexico, Utah, North Dakota, Oregon, South Dakota, Washington, Wisconsin, and Wyoming.

No. MC 66562 (Sub No. 1597), filed December 11, 1959. Applicant: RAILWAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Department, Railway Express Agency, Inc. (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including Classes A and B explosives*, moving in express service, between Woburn, Mass. and Lowell, Mass.: from Woburn over Massachusetts Highway 38 to Lowell, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations throughout the United States.

No. MC 66562 (Sub No. 1598), filed December 14, 1959. Applicant: RAILWAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Department, Railway Express Agency, Incorporated (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities, including Classes A and B explosives*, moving in express service, between New York, N.Y., and Albany, N.Y., from New York over U.S. Highway 9 to junction New York Highway 9G, thence over New York Highway 9G to Hudson, N.Y., thence over U.S. Highway 9 to Albany, and return over the same route, serving the intermediate or off-route points of Peekskill, Beacon, Poughkeepsie, Rhinebeck, Germantown, and Hudson, N.Y. Applicant indicates the service to be performed will be limited to that which is auxiliary to or supplemental of express service, and the shipments transported by applicant will be limited to those moving on a through bill of lading or express receipt, covering, in addition to the motor carrier movements by applicant, an immediately prior or an immediately subsequent movement by rail or air. Applicant is authorized to conduct operations throughout the United States.

No. MC 74721 (Sub No. 72), filed December 14, 1959. Applicant: MOTOR CARGO, INC., 1540 West Market Street, Akron 13, Ohio. Applicant's attorney: L. C. Major, Jr., 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, (1) between Pekin, Ill., and Decatur, Ill.: from Pekin over Illinois Highway 9 to junction Illinois Highway 121, and thence over Illinois Highway 121 to Decatur, serving no intermediate points, and (2) between Pekin, Ill., and Springfield, Ill.: from Pekin over Illinois Highway 9 to junction Illinois Highway 121, thence over Illinois Highway 121 to junction U.S. Highway 66, and thence over U.S. Highway 66 to Springfield, and return over the same route, serving no intermediate points, as alternate routes for operating convenience only in connection with applicant's authorized regular routes between Pekin and Decatur via Springfield, and east of applicant's route between Pekin and Springfield via Illinois Highway 29, running either parallel thereto or at angles therewith. Applicant is authorized to conduct operations in Ohio, Pennsylvania, Minnesota, Wisconsin, Iowa, Illinois, Indiana, New York, New Jersey, Maryland, West Virginia, and the District of Columbia.

NOTE: Applicant states the proposed alternate routes shall be subject to the restriction contained in its existing authority, that no shipments shall be transported over the above-described route between any two points both of which are west of the Illinois-Indiana State line.

No. MC 111720 (Sub No. 2), filed November 12, 1959. Applicant: RAY WIL-

LIAMS AND ARLENE WILLIAMS, doing business as WILLIAMS TRUCK SERVICE, 300 South Cleveland Avenue, Sioux Falls, S. Dak. Applicant's attorney: Theodore M. Bailey, 613 Northwest Security Bank Building, Sioux Falls, S. Dak. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel materials* as follows: *fasteners* (nuts and bolts), *galvenized sheets, hot rolled sheets, hot rolled angles, hot rolled round rods, hot rolled bars* and *strips, cold rolled sheets, cold rolled rounds, cold rolled bars, welded wire mesh*, from Chicago, Ill., to Sioux Falls, S. Dak., and Hull, Iowa. From East St. Louis, Granite City, Joliet, Peoria, Sterling, and Rock Falls, Ill., Kansas City, Mo., and Kokomo, Ind., to Sioux Falls, S. Dak. Between Sioux Falls, S. Dak., and Hull, Iowa. Applicant is authorized to conduct operations in Iowa, Minnesota, Nebraska, Ohio, Pennsylvania, South Dakota, Tennessee, Virginia, and West Virginia.

No. MC 113908 (Sub No. 63), filed December 7, 1959. Applicant: ERICKSON TRANSPORT CORPORATION, P.O. Box 706, Springfield, Mo. Applicant's attorney: Turner White, III, 808 Woodruff Building, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aqueous choline chloride*, in bulk, in tank vehicles, from Baton Rouge, La., to Joplin, Mo. Applicant is authorized to conduct operations in Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, South Dakota, Tennessee, Texas, and Wisconsin.

No. MC 117058 (Sub No. 5), filed December 12, 1959. Applicant: B. S. REYNOLDS COMPANY, INCORPORATED, 471 H Street NW., Washington 1, D.C. Applicant's attorney: Samuel W. Earnshaw, 983 National Press Building, Washington 4, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Photographic film* and *photographic materials*, between Washington, D.C., and Annapolis, Md. Applicant is authorized to conduct operations in Maryland and the District of Columbia.

No. MC 117892 (Sub No. 1), filed December 11, 1959. Applicant THREE "I" TRUCK LINE, INC., 106 North Court Street, Ottumwa, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors* and *attachments* (except those with vehicle bed or requiring special equipment to handle), from Detroit, Mich., to points in Illinois on and south of Illinois Highway 64, on and east of U.S. Highway 51, and on and north of U.S. Highway 6. Applicant is authorized to conduct operations in Illinois.

MOTOR CARRIERS OF PASSENGERS

No. MC 101746 (Sub No. 3), filed December 14, 1959. Applicant: CLARENCE CAMPBELL CRISER, MARY ELIZABETH CRISER, AND THOMAS MONTGOMERY CRISER, doing business as INDEPENDENT LIVERY, Hot Springs, Va. Applicant's attorney: Preston C. Shannon, 1500 First National Bank Building, Richmond 10, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *Passengers and their baggage*, between Hot Springs, Va., and Clifton Forge, Va., from Hot Springs over U.S. Highway 220 to Covington, Va., thence over U.S. Highway 60 to Clifton Forge, and return over the same route, serving no intermediate points. RESTRICTION: The service sought herein is restricted to traffic moving by rail in joint rail-motor service to or from the above-specified termini. Applicant is authorized to conduct operations in Virginia.

PETITION

No. MC 42343 (Sub No. 1) (PETITION FOR INTERPRETATION OF CERTIFICATE). Petitioner: MACHISE EXPRESS CO., INC., 500 North Egg Harbor Road, Hammonton, N.J. Petitioner's attorney: Harry F. Gillis, Mills Building, Washington, D.C. The subject petition, dated November 13, 1959, as originally filed made reference to No. MC 42343 and related subs. Petitioner's attorney, by letter dated December 14, 1959, states that all of the authority here at issue is contained in carrier's Certificate No. MC 42343 (Sub No. 1), covering the transportation of: *Gasoline, fuel oil, diesel oil*, and *kerosene*, over irregular routes, from Marcus Hook, Pa., to Hammonton, N.J.; from Philadelphia, Pa., to Lakewood, Pleasantville, Cologne, Batsto, N.J., and points within 10 miles of Hammonton, N.J., except Williamstown, N.J., with no transportation for compensation on return, except as otherwise authorized. *Petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from the site of the Tidewater Oil Company Refinery at or near Delaware City, Del., to Trenton, Cookstown, Berlin, Hammonton, Vineland, Bridgeton, and Atlantic City, N.J. *Gasoline, fuel oil, diesel oil*, and *kerosene*, in bulk, in tank vehicles, from Delaware City, Del., to Lakewood, Pleasantville, Batsto, Cologne, and Hammonton, N.J., and points within 10 miles of Hammonton except Williamstown, N.J. Petitioner prays the Commission interpret its presently-certificated authority to determine whether petitioner holds requisite authority to serve the National Aviation Facilities Experimental Center, located within and without Pomona, N.J. Petitioner states that Pomona, N.J., is unincorporated; that the gate to the Center is approximately one mile outside the 2½-mile boundary limits. Petitioner takes the position that since it is authorized to serve the entire village of Pomona it has requisite authority to serve the Center even though its entrance gate is beyond the 2½-mile limit. Any person or persons desiring to make representations for or against the relief sought may file such representations within 30 days of the date of this publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC–F 7397. Authority sought for merger into RYDER TRUCK LINES, INC., 2050 Kings Road, P.O. Box 2408, Jacksonville, Fla., of the operating rights and property of RYDER TRUCK LINES OF LOUISIANA, INC., 400 Pinckney Street, P.O. Box 2625, Houston, Tex., and for acquisition by RYDER SYSTEM, INC., JAR CORPORATION, JAR NO. 2 CORPORATION, J. A. RYDER, R. B. RYDER and R. N. REEDY, all of 3401 Main Highway, Miami 33, Fla., of control of such rights and property through the transaction. Applicants' representative: Castle W. Jordan, Secretary/General Counsel, Ryder System, Inc., 3401 Main Highway, Miami 33, Fla. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes between Birmingham, Ala., and New Orleans, La., between specified points in Mississippi, between specified points in Louisiana, between specified points in Texas, between Jackson, Miss., and New Orleans, La., between Vicksburg, Miss., and Tallulah, La., and between Houston, Tex., and New Orleans, La., serving certain intermediate and off-route points; several alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods but not excepting commodities in bulk, between junction Texas Highway 235 and U.S. Highway 90 near Vidor, Tex., and Kinder, La., over an alternate regular route for operating convenience only, serving no intermediate points; *malt beverages, bags and bagging, agricultural commodities, canned goods, dried fruit, petroleum products, cotton, roofing, lard*, and *sugar*, between Jackson, Miss., and Greenville, Miss., serving all intermediate and certain off-route points; *government-owned compressed gas trailers*, empty or loaded with compressed gases other than liquified petroleum gas, over regular and irregular routes, between the points and over the regular and alternate routes, and to, from, and between the points, and over the irregular routes, in the State of Texas, as authorized in Certificate No. MC 106977 Sub 2, dated August 19, 1955; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Liberty, Tex., on the one hand, and, on the other, Hardin, Tex., and points within five miles of Hardin; *general commodities*, excepting, among others, household goods but not excepting commodities in bulk, between points within five miles of Sulphur, La., including Sulphur, between points within nine miles of Jennings, La., including Jennings, between points within nine miles of Crowley, La., including Crowley, and between points within five miles of Jeanerette, La., including Jeanerette. RYDER TRUCK LINES, INC., is authorized to operate as a *common carrier* in Florida, Georgia, Alabama, Tennessee, North Carolina, Virginia and South Carolina. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7398. Authority sought for control by J. H. JENKINS, doing business as B & B LINES, 1002 North Owasso, Tulsa 6, Okla., of the operating rights and property of K & H FREIGHT LINES, INC., 2331 South Lawton, Tulsa 7, Okla. Applicant's attorney: W. T. Brunson, 503 Leonhardt Building, Oklahoma City 2, Okla. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes between Tulsa, Okla., and Stillwater, Okla., serving all intermediate points and the off-route points of Shamrock, Ripley, Quay, and Perkins, Okla.; operations under the Second Proviso of section 206(a)(1) of the Interstate Commerce Act covering the transportation of *general commodities* to, from and/or between Perry, Morrison, Lela, Pawnee, Ralston, Fairfax, Hominy, Cleveland, Keystone, Keystone Dam Site, Sand Springs, Tulsa, Dowden, Sapulpa, Drumright, Cushing, Perkins, Stillwater, Yale, Oilton, Silver City and Manaford, Okla. J. H. JENKINS, doing business as B & B LINES, is authorized to operate as a *common carrier* in Oklahoma. Application has been filed for temporary authority under section 210a(b).

NOTE: MC 56853 Sub 5 is a matter directly related.

No. MC-F 7399. Authority sought for control and merger by HART MOTOR EXPRESS, INC., 2417 North Cleveland, St. Paul 13, Minn., of the operating rights and property of FARGO FREIGHT TRUCKING, INC., 1445 Fifth Avenue North, Fargo, N. Dak., and for acquisition by GEORGE HART, also of St. Paul, of control of such rights and property through the transaction. Applicants' attorneys: Donald A. Morken, 1100 First National Bank Building, Minneapolis 2, Minn., and Charles E. Nieman, 1165 N. W. Bank Building, Minneapolis 2, Minn. Operating rights sought to be controlled and merged: Operations under the Second Proviso of section 206(a)(1) of the Interstate Commerce Act covering the transportation of *general commodities*, as a *common carrier* over irregular routes, from Walcott and Fargo, N. Dak., and points in North Dakota within fifteen miles thereof, to any point in the State of North Dakota, and from any point in the State of North Dakota to Walcott and Fargo and points in North Dakota within fifteen miles thereof. HART MOTOR EXPRESS, INC., is authorized to operate as a *common carrier* in Illinois, Minnesota, Wisconsin, Montana, North Dakota, South Dakota, Iowa, Ohio, and Nebraska. Application has been filed for temporary authority under section 210a(b).

NOTE: No. MC 78643 Sub 43 is a matter directly related.

No. MC-F-7400. Authority sought for purchase by PINES TO PALMS EXPRESS, INC., 1112 Race Street, Baltimore 30, Md., of the operating rights of EDWARD LOUIS PASCAL, doing business as LOUIS PASCAL, Monkton, Md., and for acquisition by LLOYD WATNER, HYA WATNER, Stevenson, Md., and ALTON PUSEY, 715 Allendale St., Baltimore, Md., of control of such rights through the purchase. Applicants' attorney: William J. Torrington, 1003 Maryland Trust Bldg., Baltimore 2, Md. Operating rights sought to be transferred: *Livestock*, other than ordinary livestock, and, in connection therewith, *personal effects of attendants, supplies*, and *equipment*, including mascots, used in the care and/or exhibition of such animals, as a *common carrier*, over irregular routes, between Baltimore, Md., and points in Baltimore County, Md., on the one hand, and, on the other, points in Maryland, Delaware, Virginia, West Virginia, Pennsylvania, New Jersey, New York, and the District of Columbia. Vendee holds no authority from this Commission. However its controlling stockholders LLOYD WATNER and HYA WATNER are affiliated with THE AMERICAN TRANSFER COMPANY, of Baltimore, Md., which is authorized to operate as a *common carrier* in Maryland, Virginia, Pennsylvania, New York, West Virginia, New Jersey, Delaware, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-7401. Authority sought for purchase by PENNSYLVANIA-OHIO EXPRESS, INC., Oak Hill, Ohio, of a portion of the operating rights of B. L. McKEAN (BELLE A. McKEAN, EXECUTRIX), and R. H. BURT, doing business as McKEAN & BURT, 326 West Maiden Street, Washington, Pa., and for acquisition by DARRELL D. DETTY, also of Oak Hill, of control of such rights through the purchase. Applicants' attorney: John P. McMahon, 44 East Broad Street, Columbus 15, Ohio. Operating rights sought to be transferred: *Glass, iron, steel*, and *iron, glass, and steel products*, as a *common carrier*, over irregular routes, between points in Washington County, Pa., on the one hand, and, on the other, points in Ohio and West Virginia. Vendee is authorized to operate as a *common carrier* in West Virginia, Pennsylvania, Ohio, and Maryland. Application has been filed for temporary authority under section 210a(b).

No. MC-F-7402. Authority sought for purchase by THE JACOBS TRANSFER COMPANY OF BALTIMORE, 606 South Sharp Street, Baltimore 30, Md., of the operating rights and property of FRANCIS WOODROW CLARK, doing business as BALTIMORE-WASHINGTON EXPRESS CO., 1724-30 Russell Street, Baltimore 30, Md., and for acquisition by HARRY L. GRUBBS, JR., MIRIAM MOHLER GRUBBS, 7037 Wyndale Street NW., Washington, D.C., and HARRY C. HESS, JR., 606 South Sharp Street, Baltimore, Md., of control of such rights and property through the purchase. Applicants' representative: Harry C. Hess, Jr., President, THE JACOBS TRANSFER COMPANY OF BALTIMORE, 606 South Sharp Street, Baltimore 2, Md. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Baltimore, Md., and Washington, D.C., serving all intermediate and certain off-route points. Vendee is authorized to operate as a *common carrier* in Maryland, Delaware, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-10880; Filed, Dec. 22, 1959; 8:49 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 18, 1959.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 35907: *TOFC service from and to Anton, Littlefield, and Shallowater, Tex.* Filed by Southwestern Freight Bureau, Agent (No. B-7706), for interested rail carriers. Rates on various commodities moving on class rates in or on trailers and transported on railroad flat cars between Anton, Littlefield, and Shallowater, Tex., on the one hand, and interstate points, on the other.

Grounds for relief: Motor-truck competition.

Tariffs: Supplement 14 to Southwestern Freight Bureau tariff I.C.C 4335, and other schedules named in the application.

FSA No. 35908: *Cement from Lamson, Mich., to Minnesota and Wisconsin.* Filed by O. E. Schultz, Agent (ER No. 2525), for interested rail carriers. Rates on cement, common hydraulic, masonry, mortar, natural, or portland, in straight or mixed carloads from Lamson, Mich., to points in Minnesota and Wisconsin.

Grounds for relief: Market and Motor-truck competition.

Tariff: Supplement 53 to The Chesapeake and Ohio Railway Company's tariff I.C.C. 13428.

FSA No. 35909: *Automobile parts and bodies—Central Territory to North Atlantic ports for export.* Filed by Traffic Executive Association, Agent (CTR No. 2421), for carriers parties to its tariff I.C.C. C-17 (Hinsch series). Rates on automobile parts, and automobile bodies, freight or passenger, as more fully described in the application, in carloads from points in Central Freight Association Territory to North Atlantic ports, for export.

Grounds for relief: Grouping.

FSA No. 35910: *Substituted service—RF&P, SAL, and PRR for Associated Transport, Inc., et. al.* Filed by Southern Motor Carriers Rate Conference, Agent (No. 14), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Kearny, N.J., and Philadelphia, Pa., on the one hand, and Atlanta, Ga., Charlotte, N.C., Jacksonville, Fla., and Savannah, Ga., on the other, on traffic originating at or destined to the territories described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Southern Motor Carriers Rate Conference tariff I.C.C. 33, MF-I.C.C 1071.

FSA No. 35911: *Substituted service—RF&P and SAL for Mercury Motor Express, Inc.* Filed by Southern Motor Carriers Rate Conference, Agent (No. 15), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Alexandria, Va., and Atlanta, Ga., on traffic originating at or destined to points described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Southern Motor Carriers Rate Conference tariff I.C.C. 33, MF-I.C.C. 1071.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-10877; Filed, Dec. 22, 1959; 8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 17, 1959.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 35904: *Coal from Alabama, Kentucky, Tennessee, Virginia, and West Virginia Mines to South Carolina.* Filed by O. W. South, Jr., Agent (SFA No. A3883), for interested rail carriers. Rates on coal, in carloads from Alabama (Bass and Stevenson), southwestern Kentucky, eastern and southern Tennessee, southwest Virginia, and West Virginia mine groups to points in South Carolina.

Grounds for relief: Rate relationship with other nearby destinations.

Tariffs: Supplement 12 to The Chesapeake and Ohio Railway Company's tariff I.C.C. 13590, and other schedules named in the application.

FSA No. 35905: *Substituted service—CRI&P for Merchants Motor Freight, Inc.* Filed by Middlewest Motor Freight Bureau, Agent (No. 208), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Kansas City (Armourdale), Kans., and Cedar Rapids, Iowa, on traffic originating at or destined to points in territories described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 119 to Middlewest Motor Freight Bureau tariff MF-I.C.C. 223.

FSA No. 35906: *TOFC service—From, to, and between points in the Southwest.* Filed by Southwestern Freight, Bureau, Agent (No. B-7707), for interested rail carriers. Rates on various commodities moving on class and commodity rates in or on trailers and transported on railroad flat cars from, to, and between points in southwestern territory on traffic moving from and to points in the territories described in the application.

Grounds for relief: Motor truck and rail competition.

Tariffs: Supplement 50 to Southwestern Freight Bureau tariff I.C.C. 4315, and other schedules named in the application.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 59-10807; Filed, Dec. 21, 1959; 8:46 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

Issuance to Various Industries

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order 524 (24 F.R. 9274), the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Alabama Textile Products Corp., Troy, Ala.; effective 12-1-59 to 11-30-60 (men's dress shirts).

Bestform Foundations of Windber, Inc., 21st Street and Stockholm Avenue, Windber, Pa.; effective 12-9-59 to 12-8-60 (ladies' brassieres and girdles).

Blue Bell, Inc., Lenoir, N.C.; effective 12-1-59 to 11-30-60 (ladies', misses', girls' and kiddies' dungarees).

Blue Bell, Inc., Luray, Va.; effective 12-1-59 to 11-30-60 (dungarees).

Blue Bell, Inc., Mt. Jackson, Va.; effective 12-1-59 to 11-30-60 (dungarees).

Blue Bell, Inc., 450 East Barnes Street, Bushnell, Ill.; effective 12-9-59 to 12-8-60 (men's cotton twill matched pants).

Blue Bell, Inc., Prentiss County, Booneville, Miss.; effective 12-17-59 to 12-16-60 (men's shirts, ladies' blouses).

Blue Buckle Overall Co., Lynchburg, Va.; effective 12-7-59 to 12-6-60 (women's dungarees and jeans; men's and boys' work pants).

Calhoun Garment Co., Calhoun City, Miss.; effective 12-18-59 to 12-17-60 (boys' dress trousers).

Canton Mfg. Corp., 307 South Second Avenue, Canton, Ill.; effective 12-8-59 to 12-7-60 (men's and boys' cotton work pants).

Cluett, Peabody and Co., Inc., Gilbert, Minn.; effective 12-17-59 to 12-16-60 (collars for first quality dress shirts).

Danville Mfg. Co., Inc., 328 Ferry Street, Danville, Pa.; effective 12-1-59 to 11-30-60 (women's sleepwear).

Esskay Mfg. Co., 410 South Main Street, San Antonio, Tex.; effective 11-30-59 to 11-29-60. Workers engaged in the production of boys' pants.

Gloria Mfg. Corp., 815 24th Street, Newport News, Va.; effective 12-3-59 to 12-2-60 (children's dresses).

The Hercules Trouser Co., Hillsboro, Ohio; effective 12-1-59 to 11-30-60 (men's and boys' single pants).

The Hercules Trouser Co., Jackson, Ohio; effective 12-1-59 to 11-30-60 (men's and boys' single pants).

The Hercules Trouser Co., Manchester, Ohio; effective 12-1-59 to 11-30-60 (men's and boys' single pants).

Hickerson and Company, Brainerd, Minn.; effective 12-10-59 to 12-9-60 (men's and boys' heavy and light weight outerwear).

The Jay Garment Co., Portland, Ind.; effective 12-1-59 to 11-30-60 (men's work clothing, boys' sport pants).

Kenrose Manufacturing Co., Inc., Radford, Va.; effective 12-12-59 to 12-11-60 (wash dresses).

Lady Ester Lingerie Corp., 10th and Walnut Streets, Berwick, Pa.; effective 12-1-59 to 11-30-60 (ladies' and children's slips).

Lakeland Manufacturing Co., 1331 Alabama Avenue, Sheboygan, Wis.; effective 11-24-59 to 11-23-60 (wool, cotton and leather jackets).

Jean Lang Dress Co., 600 First Avenue North, Minneapolis, Minn.; effective 12-11-59 to 12-10-60 (misses', juniors', and women's dresses).

Lucky Star Industries, Inc., Baldwyn, Miss.; effective 12-1-59 to 11-30-60 (men's and boys' blue denim jeans).

Madill Manufacturing Co., Inc., Madill, Okla.; effective 12-5-59 to 12-4-60 (men's dress slacks).

Mammoth Cave Garment Co., Cave City, Ky.; effective 12-11-59 to 12-10-60 (men's and boys' dungarees).

Manhattan Shirt Co., Poplar Hill Avenue, and Calvert Street, and 416 Main Street, Salisbury, Md.; effective 12-1-59 to 11-30-60 (men's and ladies' dress shirts).

Mayflower Manufacturing Co., Inc., 460-506 North Main Avenue, Scranton, Pa.; effective 12-12-59 to 12-11-60 (boys' and students' trousers).

M. Nirenberg Sons, Inc., 750 Second Avenue, Troy, N.Y.; effective 12-16-59 to 12-15-60 (men's shirts).

Phillips-Van Heusen Corp., Brinkley, Ark.; effective 12-1-59 to 11-30-60 (men's dress shirts).

Pittston Apparel Co., East and Tompkins Streets, Pittston, Pa.; effective 12-8-59 to 12-7-60 (brassieres, girdles).

Primo Pants Co., Versailles, Mo.; effective 12-1-59 to 11-30-60 (men's and boys' pants).

Renovo Shirt Co., Inc., Mena, Ark.; effective 12-1-59 to 11-30-60 (men's and ladies' shirts).

Salant and Salant, Inc., Henderson, Tenn.; effective 12-13-59 to 12-12-60 (men's cotton work shirts).

Samsons Manufacturing Corp., 525 East Fifth Street, Washington, N.C.; effective 12-10-59 to 12-9-60 (men's sport shirts).

Shane Manufacturing Co., 1500 West Franklin Street, Evansville, Ind.; effective 12-9-59 to 12-8-60 (children's outerwear).

I. Taitel and Son, Drew, Miss.; effective 12-9-59 to 12-8-60 (men's and boys' jackets).

Troy Textiles, Inc., Troy, Ala.; effective 11-24-59 to 11-23-60 (men's sport shirts).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Blue Bell, Inc., Warsaw, Ind.; effective 12-9-59 to 12-8-60; 10 learners (men's and boys' dungarees).

Century Manufacturing Co., 3 North Main Street, Sandwich, Ill.; effective 12-1-59 to 11-30-60; five learners (overalls and dungarees).

El-Jay Dress Manufacturing Co., Main Street, Childs, Pa.; effective 12-4-59 to 12-3-60; six learners (women's dresses).

Frances Gee Garment Co., Inc., Higginsville, Mo.; effective 12-1-59 to 11-30-60; 10 learners (women's cotton and nylon uniforms).

Hill Co., Inc., 111 Garrison, Fort Smith, Ark.; effective 12-5-59 to 12-4-60; 10 learners (men's and boys' shirts; boys' trousers).

Irene Garment Co., R. 410 East Diamond Avenue, Hazleton, Pa.; effective 12-7-59 to 12-6-60; 10 learners (women's dresses).

The Jay Garment Co., Brookville, Ind.; effective 12-1-59 to 11-30-60; 10 learners (children's overalls, boys' pants).

Lorch Manufacturing Co., West, Tex., effective 12-1-59 to 11-30-60; 10 learners. Learners may not be employed at special minimum wage rates in the production of separate skirts (ladies' and misses' dresses and sportswear).

Lorrie Lee Fashions, Inc., 92 South Empire Street, Wilkes-Barre, Pa.; effective 12-7-59 to 12-6-60; 10 learners (women's dresses).

Princess Kent, Inc., 198 Main Street, Fort Kent, Maine; effective 11-25-59 to 11-24-60; 10 learners (girls' nightwear).

Stitchcraft, Inc., 393 Oconee St., Athens, Ga.; effective 12-4-59 to 12-3-60; 10 learners (nurses' and waitresses' uniforms; pajamas, dresses).

Wolens Trouser Co., 6 West Fifth Street, Sterling, Ill.; effective 11-28-59 to 11-27-60; five learners (men's, boys' and women's slacks).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

A. W. Apparel, Broadway, Rocky Point, Long Island, N.Y.; effective 11-27-59 to 5-26-60; 14 learners (women's and girls' woven cotton wash dresses).

Mid-South Manufacturing Co., Richton, Miss.; effective 11-27-59 to 5-26-60; 25 learners (men's work shirts and pants).

Siceloff Manufacturing Co., Inc., East Second Avenue, Lexington, N.C.; effective 12-1-59 to 5-31-60; 60 learners (men's and boys' single pants, work shirts, overalls, dungarees; women's and children's sportswear and outerwear).

Henry I. Siegel Co., Inc., Hohenwald, Tenn.; effective 12-8-59 to 6-7-60; 30 learners (work pants and shirts).

Southern Foundations, Inc., Alamo, Tenn.; effective 12-1-59 to 5-31-60; 60 learners (foundation garments for women).

Sweet-Orr and Co., Inc., Dawsonville, Ga.; effective 11-24-59 to 5-23-60; 75 learners (boys' uniform shirts).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.60 to 522.66, as amended).

The Boss Manufacturing Co., 105 Elm Street, Chillicothe, Mo.; effective 12-15-59 to 12-14-60; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves).

The Boss Manufacturing Co., 319 West Main Street, Findlay, Ohio; effective 12-6-59 to 12-5-60; 10 learners for normal labor turnover purposes (work gloves).

The Boss Manufacturing Co., 400-6 Seneca Street, Leavenworth, Kans.; effective 12-6-59 to 12-5-60; 10 learners for normal labor turnover purposes (work gloves).

Portage Hosiery Co., Portage, Wis.; effective 12-1-59 to 11-30-60; five learners for normal labor turnover purposes (knit mittens).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.44, as amended).

Auburn Hosiery Mills, Inc., Auburn, Ky.; effective 12-2-59 to 12-1-60; five learners for normal labor turnover purposes (full-fashioned).

Diamond Mills Corp., Hanover Division, 3402 South Front Street, Wilmington, N.C.; effective 11-27-59 to 3-1-60; 60 learners for plant expansion purposes (supplementary certificate) (seamless).

Dumas Hosiery Mills, Inc., West Waterman Street, Dumas, Ark.; effective 12-4-59 to 6-3-60; 25 learners for plant expansion purposes (full-fashioned).

Stanly Knitting Mills, Inc., Oakboro, N.C.; effective 12-1-59 to 5-30-60; six learners for plant expansion purposes (full-fashioned, seamless).

Wigwam Mills, Inc., Sheboygan, Wis.; effective 12-5-59 to 12-4-60; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless; knitted outerwear).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Ashland Knitting Mills, Inc., Front and Chestnut Streets, Ashland, Pa.; effective 11-28-59 to 11-27-60; 5 percent of the total number of factory production workers for normal labor turnover purposes (infants', boys', misses' and ladies' cotton knit underwear).

Chadbourn Textiles, Inc., Chadbourn, N.C.; effective 12-1-59 to 5-31-60; 20 learners for plant expansion purposes (men's and boys' knit tee and sport shirts).

Cluett, Peabody and Co., Inc., Gilbert, Minn.; effective 12-17-59 to 12-16-60; five learners for normal labor turnover purposes (underwear).

Selinsgrove Manufacturing Co., Inc., East Sherman Street, Selinsgrove, Pa.; effective 12-7-59 to 12-6-60; 5 percent of the total number of factory production workers for normal labor turnover purposes (ladies' sleepwear).

Shoe Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.50 to 522.55, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Bedford Shoe Co., Carlisle, Pa.; effective 12-1-59 to 11-30-60 (infants' and children's shoes).

Greenup Manufacturing Co., Greenup, Ill.; effective 11-28-59 to 11-27-60 (children's shoes).

International Shoe Co., Batesville, Ark.; effective 12-17-59 to 12-16-60 (children's leather stitchdown shoes).

International Shoe Co., Kirksville, Mo.; effective 12-17-59 to 12-16-60 (men's and boys' shoes).

International Shoe Co., Salem Factory, Salem, Mo.; effective 12-17-59 to 12-16-60 (women's slip lasted shoes of leather or cloth).

Loree Footwear Corp., Big Run, Jefferson County, Pa.; effective 12-1-59 to 11-30-60 (women's casual shoes).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

Esskay Manufacturing Co., 410 South Main Ave., San Antonio, Texas; effective 11-30-59 to 5-29 60; 5 learners engaged in the production of men's and boys' clothing in the occupation of sewing machine operator for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours.

The following learner certificate was issued in Puerto Rico to the company hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

Net of Puerto Rico Corp., Km. 34.4 State Road #1, Caguas, P.R.; effective 11-16-59 to 5-15-60; 40 learners for plant expansion purposes in the occupations of multiple winding, single winding, assembly workers and lathe, each for a learning period of 480 hours at the rates of 76 cents an hour for the first 240 hours and 86 cents an hour for the remaining 240 hours (transformers and electrical components).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D.C., this 10th day of December 1959.

ROBERT G. GRONEWALD,
Authorized Representative of the Administrator.

[F.R. Doc. 59-10797; Filed, Dec. 21, 1959; 8:46 a.m.]

CUMULATIVE CODIFICATION GUIDE—DECEMBER

A numerical list of parts of the Code of Federal Regulations affected by documents published to date during December. Proposed rules, as opposed to final actions, are identified as such.

3 CFR

	Page
Proclamations:	
Dec. 18, 1907	9559
Nov. 24, 1908	9559
Apr. 17, 1911	9559
Jan. 15, 1918	9559
Oct. 17, 1927	9559
1349	9559
2169	9559
2173	9559
2174	9559
2178	9559
2187	9559
2188	9559
2189	9559
2190	9559
2285	9559
2289	9559
2293	9559
3279	10133
3290	10133
3326	9651
3327	9763
3328	10133
Executive orders:	
Dec. 9, 1852	10310
July 2, 1910	10446
3820	9559
3889	9783
4436	9559
5794	10108
5814	9559
7443	9559
7908	9563, 9651
8531	9563, 9651
10000	9565
10011	9565
10530	9565
10849	9559
10850	9559
10851	9563
10852	9565
10853	9565
10854	9565
10855	9565
10856	9763

5 CFR

2	10331
24	10097
29	10273
325	10141

6 CFR

331	9655, 9925
332	9691
334	9655
421	10249, 10275
427	10189
446	10423
464	9691
468	10191
472	10191
475	10029

7 CFR

5	9778
47	10055
52	9975
81	9566
351	9923
722	9693, 9703, 9778, 10056, 10135, 10136, 10138
723	9610
728	10139

7 CFR—Continued

	Page
729	9611
730	9567, 9615, 9704
811	10425
813	9705
815	10139
833	9706
845	9706
850	9707, 10426, 10428–10431, 10433–10439
868	10250
878	10252
903	9567, 9807
904	9567
905—908	9807
909	9707
911—913	9807
914	9618, 9779, 10056, 10140, 10275, 10439
916—919	9807
921	9807
923—925	9807
928—932	9807
933	9654, 10056–10058, 10327, 10328, 10330
935	9807
938	10007, 10008
941—942	9807
943	9568, 9807
944	9807
946	9807
948—949	9807
952	9807
953	9708, 9780, 10058, 10140, 10275
954	9807
955	10059
956	9807
957	10140
963	9807
965—968	9807
971—972	9807
974—978	9807
980	9807
982	9807
985—988	9807
991	9807
994—995	9807
996	9567
997	9655
998	9807
999	9567
1000	9807
1002	9807
1004—1005	9807
1008—1009	9807
1011—1014	9807
1015	9708
1016	9807
1017	10276
1018	9807
1023	9807
1070	9780
1102	9568
Proposed rules:	
718	9678
817	9934
905	9742
914	10077
924	10207
937	10455
953	10158
961	10258
963	9993
987	9742
1014	9742
1025	10207

9 CFR

	Page
18	9975
53	10331
83	9926
92	9838
Proposed rules:	
78	10077
131	9902
155	10261

10 CFR

9	10009

12 CFR

204	9977
221	10331
521	9578
522	9578
545	9580, 9657
555	9693
563	9657, 9780, 9977
Proposed rules:	
221	9999

14 CFR

1	9839
40	9765, 9767, 9839
41	9768, 9772, 9840
45	10191
47	10192
225	10253
249	9977
297	9580, 9978
399	9619
507	9620, 9778, 9984, 9985, 10099, 10141, 10192, 10277
600	9581, 9927–9929, 9986–9988, 10141, 10142, 10390–10392, 10441, 10487
601	9581, 9841, 9842, 9928, 9929, 9986–9988, 10009, 10059, 10060, 10142, 10391, 10392, 10440, 10441, 10530
602	9843, 9989, 10278
608	9989, 10278
609	10010, 10279, 10284
Proposed rules:	
40	9789, 9790
41	9789, 9790
42	9789, 9790
46	9790
221	9913
406	9847
507	9746, 9993, 10019, 10118
514	10118, 10119
600	9790, 9791, 9935, 9936, 9993–9998, 10078–10080, 10160, 10161, 10456, 10457, 10459–10462
601	9791, 9935, 9936, 9994–9998, 10078–10082, 10161, 10162, 10457–10462
602	10462, 10463
608	9792, 9937, 9998, 10463

15 CFR

364	9709
371	10015
373	10015
382	10143
385	10015
399	10154

16 CFR

13	9659–9661, 9734, 9735, 9843, 9844, 10097, 10192–10195, 10287, 10441–10443
23	9581
48	10195

17 CFR

	Page
240	10099, 10293
257	9724
Proposed rules:	
230	9945
240	9946, 10120
250	9947

19 CFR

10	9989
Proposed rules:	
16	9785

20 CFR

345	10199
404	10060
602	9809
Proposed rules:	
403	10117
404	10117

21 CFR

3	9990, 10294
15	9729
120	9619, 10294
121	9730, 10062
141e	10063
146	10063
146a	9730, 9781
146b	9781
146c	9990
146d	9845
146e	9929, 10063
Proposed rules:	
53	10078
120	10160

24 CFR

200	10444

25 CFR

Appendix	9847
221	9931
Proposed rules:	
1	9741
221	9785
243	9785

26 (1939) CFR

39	9661

26 (1954) CFR

1	9582, 9663, 9664, 10294
18	10294
48	10392, 10403
49	9664
517	10100
Proposed rules:	
1	9587
48	9674, 10311
301	10450

29 CFR

403	9931, 10105
415	10105
451	10064
452	10066
453	10070
613	9620
687	9585
694	10105
699	9585, 10106
Proposed rules:	
403	10159

30 CFR

35	10201

32 CFR

1	9710
3	9712
6	9713
7	9713
8	9714

32 CFR—Continued

	Page
11	9714
12	9718
14	9719
16	9719
30	9720
65	10255
151	9809
590	9621
591	9621
592	9621
596	9621
600	9621
601	9621
605	9621
606	9621
1001	9723, 9810
1002	9810
1003	9812
1005	9814
1007	9814
1009	9815
1010	9827
1012	9827
1013	9828
1014	9829
1015	9831
1016	9833
1052	9834
1053	9835
1054	9836
1057	9837
1058	9838
1464	9587

32A CFR

OCDM (Ch. I):	
DMO V–3	10308
DMO V–7	10308
BDSA (Ch. VI):	
DMS Reg. 1	9595
DMS Reg. 1, Dir. 1	9607
DMS Reg. 1, Dir. 2	9607
DMS Reg. 1, Dir. 3	9608, 9610
DMS Reg. 1, Dir. 4	9610
DMS Reg. 1, Dir. 5	9610
DMS Reg. 1, Dir. 6	9610
DMS Reg. 1, Dir. 10	9610
DMS Reg. 2	9610
DMS Reg. 2, Dir. 3	9610
DMS Reg. 2, Dir. 4	9610
OIA (Ch. X):	
OI Reg. 1	10075
OIAB (Ch. XI)	10444
NSA (Ch. XVIII):	
AGE–2	9736
AGE–7	10445
Proposed rules:	
OI Reg. 1	10312

33 CFR

40	9932
202	9782
203	9587, 10276
402	10445
403	10445

36 CFR

212	10255
Proposed rules:	
1—10	9848
20—22	9896
25—26	9900

37 CFR

1—7	10332

38 CFR

1	10018, 10106, 10155
2	10018
3	10157, 10204

39 CFR

	Page
2	10384
13	10384
15	10384
18	10384
22	10384
24	10384
27	10384
31	10384
32	10384
33	10384
34	10384
41	10384
43	10384
44	10384
46	10384
49	10034
51	10384
54	10384
55	10384
58	10384
61	10384
63	10384
94	10034
96	10044

41 CFR

3—75	10310
202	10106
Proposed rules:	
202	10077, 10116

42 CFR

32	10108
36	10108
53	10408
Proposed rules:	
71	10078

43 CFR

191	9846
192	9846
202	10256
295	9846
Proposed rules:	
115	9677
161	9627
Public land orders:	
82	10446
132	10446
513	10108
567	10384
750	9559
1963	10446
1983	10446
2021	9586
2022	9586
2023	9783
2024	10108
2025	10108
2026	10109
2027	10157
2028	10157
2029	10310
2030	10310
2031	10384
2032	10445
2033	10446
2034	10446
2035	10446

44 CFR

501	10447
701	10206

46 CFR

157	10257
172	9783
298	10257
309	10204
Proposed rules:	
201—380	10262

47 CFR

	Page
1	10206
2	9736
4	9737
6	9737
16	9932, 10009
21	9737
Proposed rules:	
2	9937, 9939
3	9678, 10162, 10163
4	9939

47 CFR—Continued

	Page
Proposed rules—Continued	
8	9747
21	9944

49 CFR

72	10109
73	10109
74	10112
78	10112
95	10158

49 CFR—Continued

	Page
193	9674
194	9784
205	9784
Proposed rules:	
120	10019
207	10463

50 CFR

Proposed rules:	
34	9677
176	9787

PART II

FEDERAL REGISTER

VOLUME 24 NUMBER 249

Washington, Wednesday, December 23, 1959

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revision of Parts

The following revision to Parts 600 and 601 is adopted for the purpose of combining in a single document all of the amendments which have been previously published in the FEDERAL REGISTER and which were effective prior to December 31, 1959. Inasmuch as this revision to Parts 600 and 601 does not involve any substantive change, it is adopted to become effective upon publication in the FEDERAL REGISTER.

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Subpart A—Introduction

Sec.	
600.1	Basis and purpose.
600.2	Explanation of terms.
600.3	Extent of Federal airways.
600.4	Directions of airways.
600.10	Designation of Federal airways.

Subpart B—Colored Federal Airways

GREEN FEDERAL AIRWAYS

Sec.	
600.11	Green Federal airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
600.12	Green Federal airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.13	Green Federal airway No. 3 (Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.).
600.14	Green Federal airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
600.15	Green Federal airway No. 5 (Los Angeles, Calif., to Fort Worth, Tex., and Pine Bluff, Ark., to Boston, Mass.).
600.16	Green Federal airway No. 6 (Alice, Tex., to Mobile, Ala., and Greensboro, N.C., to Richmond, Va.).
600.17	Green Federal airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
600.18	Green Federal airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
600.19	Green Federal airway No. 9 (Hawaiian Islands).
600.20	Green Federal airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER FEDERAL AIRWAYS

Sec.	
600.101	Amber Federal airway No. 1 (United States-Mexican Border to Nome, Alaska).
600.102	Amber Federal airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).
600.103	Amber Federal airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
600.104	Amber Federal airway No. 4 (San Antonio, Tex., to Waco, Tex.; Tulsa, Okla., to Baldwin City, Kans., and Omaha, Nebr., to Minot, N. Dak.).
600.105	Amber Federal airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
600.106	Amber Federal airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
600.108	Amber Federal airway No. 8 (Los Angeles, Calif., to Camarillo, Calif., and Red Bluff, Calif., to Ellensburg, Wash.).
600.109	Amber Federal airway No. 9 (Charleston, S.C., to Norfolk, Va.).
600.110	Amber Federal airway No. 10 (Hawaiian Islands).
600.111	Amber Federal airway No. 11 (Hawaiian Islands).
600.112	Amber Federal airway No. 12 (Hawaiian Islands).
600.113	Amber Federal airway No. 13 (Hawaiian Islands).
600.115	Amber Federal airway No. 15 (United States-Candian Border to Annette Island, Alaska).

RED FEDERAL AIRWAYS

Sec.	
600.202	Red Federal airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
600.203	Red Federal airway No. 3 (Philipsburg, Pa., to Harrisburg, Pa.).
600.204	Red Federal airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
600.205	Red Federal airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
600.206	Red Federal airway No. 6 (Denver, Colo., to Omaha, Nebr.).
600.208	Red Federal airway No. 8 (Dayton, Ohio, to Newark, N.J.).
600.209	Red Federal airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
600.210	Red Federal airway No. 10 (Dallas, Tex., to Meridian, Miss.).
600.211	Red Federal airway No. 11 (Tulsa, Okla., to Boston, Mass.).
600.212	Red Federal airway No. 12 (Chicago, Ill., to Detroit, Mich.).
600.213	Red Federal airway No. 13 (Wilkes-Barre, Pa., to Boston, Mass.).
600.215	Red Federal airway No. 15 (Prescott, Ariz., to Phoenix, Ariz.).
600.216	Red Federal airway No. 16 (Tallahassee, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.).
600.217	Red Federal airway No. 17 (Rantoul, Ill., to Baltimore, Md.).
600.218	Red Federal airway No. 18 (Indianapolis, Ind., to Washington, D.C.).
600.219	Red Federal airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
600.220	Red Federal airway No. 20 (Lansing, Mich., to Washington, D.C.).
600.221	Red Federal airway No. 21 (New York, N.Y., to Bridgeport, Conn., and New London, Conn., to Boston, Mass.).
600.222	Red Federal airway No. 22 (Mount Clemens, Mich., to Buffalo, N.Y.).
600.223	Red Federal airway No. 23 (United States-Canadian Border to New York, N.Y.).
600.224	Red Federal airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
600.225	Red Federal airway No. 25 (United States-Canadian Border to Bangor, Maine).
600.226	Red Federal airway No. 26 (Petersburg, Va., to Corapeake, N.C.).
600.227	Red Federal airway No. 27 (Nenabank, Alaska., to Wolf Intersection, Alaska).
600.228	Red Federal airway No. 28 (Chicago, Ill., to Detroit, Mich.).
600.230	Red Federal airway No. 30 (Alexandria, La., to Jacksonville, Fla.).

Sec.	
600.233	Red Federal airway No. 33 (Norfolk, Va., to Richmond, Va., and Poughkeepsie, N.Y., to Chicopee Falls, Mass.).
600.234	Red Federal airway No. 34 (Harrellsville, N.C., to Weeksville, N.C.).
600.237	Red Federal airway No. 37 (Roanoke, Va., to Gordonsville, Va.).
600.239	Red Federal airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
600.240	Red Federal airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
600.241	Red Federal airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
600.244	Red Federal airway No. 44 (Bellingham, Wash., to Princeton, B.C., Canada).
600.245	Red Federal airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
600.246	Red Federal airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
600.249	Red Federal airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
600.250	Red Federal airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
600.251	Red Federal airway No. 51 (Blackstone, Va., to Norfolk, Va.).
600.253	Red Federal airway No. 53 (Portland, Oreg., to Spokane, Wash.).
600.256	Red Federal airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
600.257	Red Federal airway No. 57 (Akron, Ohio, to Youngstown, Ohio).
600.258	Red Federal airway No. 58 (Augusta, Maine, to United State-Canadian Border).
600.259	Red Federal airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).
600.260	Red Federal airway No. 60 (Oakland, Calif., to Stockton, Calif.).
600.263	Red Federal airway No. 63 (Bangor, Mich., to Jackson, Mich.).
600.264	Red Federal airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
600.265	Red Federal airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
600.269	Red Federal airway No. 69 (Midland, Tex., to Big Spring, Tex.).
600.270	Red Federal airway No. 70 (Midland, Tex., to Lubbock, Tex.).
600.271	Red Federal airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
600.272	Red Federal airway No. 72 (Millville, N.J., to Paterson, N.J.).
600.273	Red Federal airway No. 73 (Baltimore, Md., to Millville, N.J.).
600.274	Red Federal airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).
600.275	Red Federal airway No. 75 (United States-Canadian Border, Vancouver, British Columbia, to the United States-Canadian Border, Abbotsford, British Columbia).
600.277	Red Federal airway No. 77 (Richmond, Va., to Atlantic City, N.J.).
600.278	Red Federal airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
600.279	Red Federal airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
600.280	Red Federal airway No. 80 (Helena, Mont., to Miles City, Mont.).
600.281	Red Federal airway No. 81 (Lansing, Mich., to Detroit, Mich.).
600.282	Red Federal airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
600.283	Red Federal airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
600.284	Red Federal airway No. 84 (Meridian, Miss., to Maxwell AFB, Ala.).
600.237	Red Federal airway No. 87 (Hawaiian Islands).
600.288	Red Federal airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
600.290	Red Federal airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
600.291	Red Federal airway No. 91 (Dunkirk, N.Y., to Syracuse, N.Y.).
600.292	Red Federal airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).
600.294	Red Federal airway No. 94 (Providence, R.I., to Hyannis, Mass.).
600.297	Red Federal airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
600.299	Red Federal airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
600.300	Red Federal airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).
600.302	Red Federal airway No. 102 (Lexington, Ky., to Huntington, W. Va.).
600.303	Red Federal airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).
600.305	Red Federal airway No. 105 (Wichita, Kans., to Neosho, Mo.).
600.308	Red Federal airway No. 108 (Corinne, Utah, to Fort Bridger, Wyo.).
600.309	Red Federal airway No. 109 (Portland, Oreg., to Spokane, Wash.).
600.313	Red Federal airway No. 113 (Hawaiian Islands).

BLUE FEDERAL AIRWAYS

Sec.	
600.601	Blue Federal airway No. 1 (Miami, Fla., to Tampa, Fla.).
600.603	Blue Federal airway No. 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).
600.604	Blue Federal airway No. 4 (Boston, Mass., to United States-Canadian Border).
600.606	Blue Federal airway No. 6 (Bangor, Mich., to Muskegon, Mich.).
600.608	Blue Federal airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
600.609	Blue Federal airway No. 9 (Duluth, Minn., to United States-Canadian Border).
600.612	Blue Federal airway No. 12 (McGrath, Alaska, to Galena, Alaska).
600.613	Blue Federal airway No. 13 (Texarkana, Ark., to Fort Smith, Ark.; and Kansas City, Mo., to Des Moines, Iowa).
600.614	Blue Federal airway No. 14 (Campo, Calif., to Julian, Calif., and Riverside, Calif., to Wheeler Ridge, Calif.).
600.615	Blue Federal airway No. 15 (Akron, Ohio, to Hubbard, Ohio).
600.616	Blue Federal airway No. 16 (Waverly, Va., to Tappahannock, Va.).
600.618	Blue Federal airway No. 18 (Paterson, N.J., to Burlington, Vt.).
600.619	Blue Federal airway No. 19 (Key West, Fla., to Melbourne, Fla.).
600.620	Blue Federal airway No. 20 (Millville, N.J., to Allentown, Pa.).
600.621	Blue Federal airway No. 21 (Coles Point, Va., to Elmira, N.Y.).
600.622	Blue Federal airway No. 22 (Delta, Utah, to Malad City, Idaho).
600.623	Blue Federal airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
600.625	Blue Federal airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).
600.626	Blue Federal airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
600.627	Blue Federal airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.629	Blue Federal airway No. 29 (Raleigh, N.C., to Lynchburg, Va.).
600.630	Blue Federal airway No. 30 (Big Spring, Tex., to Pueblo, Colo.).
600.632	Blue Federal airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).
600.633	Blue Federal airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
600.637	Blue Federal airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.638	Blue Federal airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
600.639	Blue Federal airway No. 39 (Philipsburg, Pa., to Elmira, N.Y.).
600.640	Blue Federal airway No. 40 (Concord, N.H., to Burlington, Vt.).
600.641	Blue Federal airway No. 41 (Concord, N.H., to Portland, Maine, and Bangor, Maine, to United States-Canadian Border).
600.642	Blue Federal airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
600.643	Blue Federal airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).
600.644	Blue Federal airway No. 44 (Dundee, Mich., to United States-Canadian Border).
600.645	Blue Federal airway No. 45 (Keene, N.H., to Lebanon, N.H., and Montpelier, Vt., to Newport, Vt.).
600.647	Blue Federal airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).
600.648	Blue Federal airway No. 48 (Key West, Fla., to Miami, Fla.).
600.649	Blue Federal airway No. 49 (Atlantic City, N.J., to Philadelphia, Pa.).
600.651	Blue Federal airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.652	Blue Federal airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).
600.655	Blue Federal airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.656	Blue Federal airway No. 56 (Norfolk, Va., to Washington, D.C.).
600.658	Blue Federal airway No. 58 (Hyannis, Mass., to Squantum, Mass.).
600.663	Blue Federal airway No. 63 (Concord, N.H., to Berlin, N.H.).
600.664	Blue Federal airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
600.665	Blue Federal airway No. 65 (Shuyak, Alaska, to Homer, Alaska).
600.666	Blue Federal airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N.Y.)
600.667	Blue Federal airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
600.668	Blue Federal airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
600.671	Blue Federal airway No. 71 (Toledo, Wash., to Seattle, Wash.).
600.675	Blue Federal airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).
600.676	Blue Federal airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
600.679	Blue Federal airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).
600.680	Blue Federal airway No. 80 (Unalakleet, Alaska, to Moses Point Alaska).
600.684	Blue Federal airway No. 84 (Augusta, Maine, to Millinocket, Maine).
600.685	Blue Federal airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).

Sec.

600.687 Blue Federal airway No. 87 (Lexington, Ky., to Dayton, Ohio).

Subpart C—VOR Federal Airways

Domestic for Federal Airways

600.6001 VOR Federal airway No. 1 (Jacksonville, Fla., to New York, N.Y.).

600.6002 VOR Federal airway No. 2 (Seattle, Wash., to Boston, Mass.).

600.6003 VOR Federal airway No. 3 (Key West, Fla., to Presque Isle, Maine).

600.6004 VOR Federal airway No. 4 (Seattle, Wash., to Washington, D.C.).

600.6005 VOR Federal airway No. 5 (Jacksonville, Fla., to London, Ont.).

600.6006 VOR Federal airway No. 6 (Oakland, Calif., to New York, N.Y.).

600.6007 VOR Federal airway No. 7 (Miami, Fla., to Green Bay, Wis.).

600.6008 VOR Federal airway No. 8 (Long Beach, Calif., to Washington, D.C.).

600.6009 VOR Federal airway No. 9 (New Orleans, La., to Green Bay, Wis.).

600.6010 VOR Federal airway No. 10 (Pueblo, Colo., to Youngstown, Ohio).

600.6011 VOR Federal airway No. 11 (Memphis, Tenn., to Detroit, Mich.).

600.6012 VOR Federal airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).

600.6013 VOR Federal airway No. 13 (Houston, Tex., to Duluth, Minn.).

600.6014 VOR Federal airway No. 14 (Roswell, N. Mex., to Boston, Mass.).

600.6015 VOR Federal airway No. 15 (Galveston, Tex., to Minot, N. Dak.).

600.6016 VOR Federal airway No. 16 (Los Angeles, Calif., to Boston, Mass.).

600.6017 VOR Federal airway No. 17 (Laredo, Tex., to Goodland, Kans.).

600.6018 VOR Federal airway No. 18 (Dallas, Tex., to Charleston, S.C.)

600.6019 VOR Federal airway No. 19 (El Paso, Tex., to Great Falls, Mont.).

600.6020 VOR Federal airway No. 20 (Laredo, Tex., to Richmond, Va.).

600.6021 VOR Federal airway No. 21 (Long Beach, Calif., to United States-Canadian Border).

600.6022 VOR Federal airway No. 22 (New Orleans, La., to Jacksonville, Fla.).

600.6023 VOR Federal airway No. 23 (San Diego, Calif., to Bellingham, Wash.).

600.6024 VOR Federal airway No. 24 (Aberdeen, S. Dak., to Lone Rock, Wis.).

600.6025 VOR Federal airway No. 25 (San Diego, Calif., to Ellensburg, Wash.).

600.6026 VOR Federal airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).

600.6027 VOR Federal airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).

600.6028 VOR Federal airway No. 28 (Oakland, Calif., to Reno, Nev.).

600.6029 VOR Federal airway No. 29 (Salisbury, Md., to United States-Canadian Border).

600.6030 VOR Federal airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).

600.6031 VOR Federal airway No. 31 (Baltimore, Md., to Rochester, N.Y.)

600.6032 VOR Federal airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).

600.6033 VOR Federal airway No. 33 (Baltimore, Md., to Buffalo, N.Y.).

600.6034 VOR Federal airway No. 34 (Rochester, N.Y., to Wilton, Conn.).

600.6035 VOR Federal airway No. 35 (Key West, Fla., to Syracuse, N.Y.).

Sec.

600.6036 VOR Federal airway No. 36 (Toronto, Ontario, Canada, to New York, N.Y.).

600.6037 VOR Federal airway No. 37 (Savannah, Ga., to Erie, Pa.).

600.6038 VOR Federal airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.).

600.6039 VOR Federal airway No. 39 (South Boston, Va., to Kennebunk, Maine).

600.6040 VOR Federal airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.).

600.6041 VOR Federal airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).

600.6042 VOR Federal airway No. 42 (Flint, Mich., to Washington, D.C.).

600.6043 VOR Federal airway No. 43 (Columbus, Ohio, to Erie, Pa.).

600.6044 VOR Federal airway No. 44 (Centralia, Ill., to Baltimore, Md.).

600.6045 VOR Federal airway No. 45 (New Bern, N.C., to Saginaw, Mich.).

600.6046 VOR Federal airway No. 46 (New York, N.Y., to Nantucket, Mass.).

600.6047 VOR Federal airway No. 47 (Bowling Green, Ky., to Detroit, Mich.).

600.6048 VOR Federal airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).

600.6050 VOR Federal airway No. 50 (St. Joseph, Mo., to Dayton, Ohio).

600.6051 VOR Federal airway No. 51 (Key West, Fla., to Chicago, Ill.).

600.6052 VOR Federal airway No. 52 (Des Moines, Iowa, to Evansville, Ind.).

600.6053 VOR Federal airway No. 53 (Charleston, S.C., to Chicago, Ill.).

600.6054 VOR Federal airway No. 54 (Quitman, Tex., to Charlotte, N.C.).

600.6055 VOR Federal airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).

600.6056 VOR Federal airway No. 56 (Montgomery, Ala., to Florence, S.C.).

600.6057 VOR Federal airway No. 57 (Evergreen, Ala., to Hamilton, Ohio).

600.6058 VOR Federal airway No. 58 (Imperial, Pa., to Hartford, Conn.).

600.6059 VOR Federal airway No. 59 (Parkersburg, W. Va., to Cleveland, Ohio).

600.6060 VOR Federal airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).

600.6061 VOR Federal airway No. 61 (Bridgeport, Tex., to Lawton, Okla.).

600.6062 VOR Federal airway No. 62 (Prescott, Ariz., to Abilene, Tex.).

600.6063 VOR Federal airway No. 63 (Waco, Tex., to Milwaukee, Wis.).

600.6064 VOR Federal airway No. 64 (Los Angeles, Calif., to Blythe, Calif.).

600.6065 VOR Federal airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).

600.6066 VOR Federal airway No. 66 (San Diego, Calif., to Sulphur Springs, Tex.).

600.6067 VOR Federal airway No. 67 (Cedar Rapids, Iowa, to Rochester, Minn.).

600.6068 VOR Federal airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).

600.6069 VOR Federal airway No. 69 (Shreveport, La., to Chicago, Ill.).

600.6070 VOR Federal airway No. 70 (Corpus Christi, Tex., to Allendale, S.C.).

600.6071 VOR Federal airway No. 71 (Flippin, Ark., to Kansas City, Mo.).

600.6072 VOR Federal airway No. 72 (Fayetteville, Ark., to Albany, N.Y.).

600.6073 VOR Federal airway No. 73 (Wichita, Kans., to Salina, Kans.).

600.6074 VOR Federal airway No. 74 (Hugo, Colo., to Pine Bluff, Ark.).

600.6075 VOR Federal airway No. 75 (Petersburg, W. Va., to Cleveland, Ohio).

Sec.

600.6076 VOR Federal airway No. 76 (Lubbock, Tex., to Galveston, Tex.).

600.6077 VOR Federal airway No. 77 (Cotulla, Tex., to Des Moines, Iowa).

600.6078 VOR Federal airway No. 78 (Huron, S. Dak., to Eau Claire, Wis.).

600.6079 VOR Federal airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.).

600.6080 VOR Federal airway No. 80 (Akron, Colo., to North Platte, Nebr.).

600.6081 VOR Federal airway No. 81 (Midland, Tex., to Salt Lake City, Utah).

600.6082 VOR Federal airway No. 82 (Minneapolis, Minn., to Nodine, Minn.).

600.6083 VOR Federal airway No. 83 (Carlsbad, N. Mex., to Kiowa, Colo.).

600.6084 VOR Federal airway No. 84 (Hinckley, Ill., to Syracuse, N.Y.).

600.6085 VOR Federal airway No. 85 (Rock River, Wyo., to Casper, Wyo.).

600.6086 VOR Federal airway No. 86 (Butte, Mont., to Bozeman, Mont.).

600.6087 VOR Federal airway No. 87 (San Francisco, Calif., to Red Bluff, Calif.).

600.6088 VOR Federal airway No. 88 (Tulsa, Okla., to Vichy, Mo.).

600.6089 VOR Federal airway No. 89 (Denver, Colo., to Rapid City, S. Dak.).

600.6090 VOR Federal airway No. 90 (Litchfield, Mich., to Windsor, Ontario).

600.6091 VOR Federal airway No. 91 (New York, N.Y., to Montreal, Quebec).

600.6092 VOR Federal airway No. 92 (Chicago, Ill., to Washington, D.C.).

600.6093 VOR Federal airway No. 93 (Baltimore, Md., to Presque Isle, Maine).

600.6094 VOR Federal airway No. 94 (Hassayampa, Ariz., to Monroe, La.).

600.6095 VOR Federal airway No. 95 (Phoenix, Ariz., to Farmington, N. Mex.).

600.6096 VOR Federal airway No. 96 (Kokomo, Ind., to Waterville, Ohio).

600.6097 VOR Federal airway No. 97 (Miami, Fla., to Minneapolis, Minn.).

600.6098 VOR Federal airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec).

600.6099 VOR Federal airway No. 99 (Newport, Oreg., to Vancouver, British Columbia).

600.6100 VOR Federal airway No. 100 (Rock River, Wyo., to Detroit, Mich.).

600.6101 VOR Federal airway No. 101 (Ogden, Utah, to Burley, Idaho).

600.6102 VOR Federal airway No. 102 (Roswell, N. Mex., to Wichita Falls, Tex.).

600.6103 VOR Federal airway No. 103 Greensboro, N.C., to Windsor, Ont.).

600.6104 VOR Federal airway No. 104 (Ottawa, Ont., to Plattsburg, N.Y.).

600.6105 VOR Federal airway No. 105 (Tuscon, Ariz., to Reno, Nev.).

600.6106 VOR Federal airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).

600.6107 VOR Federal airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).

600.6108 VOR Federal airway No. 108 (Colorado Springs, Colo., to Salina, Kans.).

600.6109 VOR Federal airway No. 109 (Panoche, Calif., to Oakland, Calif.).

600.6110 VOR Federal airway No. 110 (San Francisco, Calif., to Altamont, Calif.).

600.6111 VOR Federal airway No. 111 (Salinas, Calif., to Los Banos, Calif.).

600.6112 VOR Federal airway No. 112 (Portland, Oreg., to Pendleton, Oreg.).

600.6113 VOR Federal airway No. 113 (Paso Robles, Calif., to Reno, Nev.).

600.6114 VOR Federal airway No. 114 (Ama-

Sec.

rillo, Tex., to New Orleans, La.).

600.6115 VOR Federal airway No. 115 (Crestview, Fla., to Buffalo, N.Y.).

600.6116 VOR Federal airway No. 116 (Kansas City, Mo., to New York, N.Y.).

600.6117 VOR Federal airway No. 117 (El Centro, Calif., to Daggett, Calif.).

600.6118 VOR Federal airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).

600.6119 VOR Federal airway No. 119 (Huntington, W. Va., to Rochester, N.Y.).

600.6120 VOR Federal airway No. 120 (Mullan Pass, Mont., to Miles City, Mont.).

600.6121 VOR Federal airway No. 121 (Medford, Oreg., to Eugene, Oreg.).

600.6122 VOR Federal airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).

600.6123 VOR Federal airway No. 123 (Washington, D.C., to Westfield, Mass.).

600.6124 VOR Federal airway No. 124 (Terre Haute, Ind., to Shelbyville, Ind.).

600.6125 VOR Federal airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).

600.6126 VOR Federal airway No. 126 (Chicago, Ill., to New York, N.Y.).

600.6127 VOR Federal airway No. 127 (Livingston, Mont., to Helena, Mont.).

600.6128 VOR Federal airway No. 128 (Chicago, Ill., to Charleston, W. Va.).

600.6129 VOR Federal airway No. 129 (Polo, Ill., to Eau Claire, Wis.).

600.6130 VOR Federal airway No. 130 (Albany, N.Y., to Providence, R.I.).

600.6131 VOR Federal airway No. 131 (Tulsa, Okla., to Topeka, Kans.).

600.6132 VOR Federal airway No. 132 (Cheyenne, Wyo., to Springfield, Mo.).

600.6133 VOR Federal airway No. 133 (Charlotte, N.C., to Traverse City, Mich.).

600.6134 VOR Federal airway No. 134 (Evergreen, Ala., to Columbus, Ga.).

600.6135 VOR Federal airway No. 135 (Yuma, Ariz., to Tonopah, Nev.).

600.6136 VOR Federal airway No. 136 (Pulaski, Va., to Raleigh, N.C.).

600.6137 VOR Federal airway No. 137 (Thermal, Calif., to Point Reyes, Calif.).

600.6138 VOR Federal airway No. 138 (Rock River, Wyo., to Fort Dodge, Iowa).

600.6139 VOR Federal airway No. 139 (Mastic, N.Y., to Boston, Mass.).

600.6140 VOR Federal airway No. 140 (Amarillo, Tex., to New York, N.Y.).

600.6141 VOR Federal airway No. 141 (Nantucket, Mass., to Massena, N.Y.).

600.6142 VOR Federal airway No. 142 (Buffalo, N.Y., to Rochester, N.Y.).

600.6143 VOR Federal airway No. 143 (Charlotte, N.C., to Washington, D.C.).

600.6144 VOR Federal airway No. 144 (Chicago, Ill., to Washington, D.C.).

600.6145 VOR Federal airway No. 145 (Utica, N.Y., to United States-Canadian Border).

600.6146 VOR Federal airway No. 146 (Wilkes-Barre, Pa., to Providence, R.I.).

600.6147 VOR Federal airway No. 147 (Philadelphia, Pa., to Rochester, N.Y.).

600.6148 VOR Federal airway No. 148 (Denver, Colo., to Minneapolis, Minn.).

600.6149 VOR Federal airway No. 149 (Allentown, Pa., to Utica, N.Y.).

600.6150 VOR Federal airway No. 150 (San Francisco, Calif., to Sacramento, Calif.).

600.6151 VOR Federal airway No. 151 (Providence, R.I., to Lebanon, N.H.).

600.6152 VOR Federal airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).

Sec.

600.6153 VOR Federal airway No. 153 (New York, N.Y., to Syracuse, N.Y.).

600.6154 VOR Federal airway No. 154 (Meridian, Miss., to Savannah, Ga.).

600.6155 VOR Federal airway No. 155 (Augusta, Ga., to Washington, D.C.).

600.6156 VOR Federal airway No. 156 (Elkins, W. Va., to Richmond, Va.).

600.6157 VOR Federal airway No. 157 (Key West, Fla., to Washington, D.C.).

600.6158 VOR Federal airway No. 158 (Waterloo, Iowa, to Polo, Ill.).

600.6159 VOR Federal airway No. 159 (Miami, Fla., to Birmingham, Ala.).

600.6160 VOR Federal airway No. 160 (Denver, Colo., to Sidney, Nebr.).

600.6161 VOR Federal airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.).

600.6162 VOR Federal airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).

600.6163 VOR Federal airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).

600.6164 VOR Federal airway No. 164 (Buffalo, N.Y., to New York, N.Y.).

600.6165 VOR Federal airway No. 165 (San Diego, Calif., to Long Beach, Calif.).

600.6166 VOR Federal airway No. 166 (Martinsburg, W. Va., to New York, N.Y.).

600.6167 VOR Federal airway No. 167 (New York, N.Y., to Providence, R.I.).

600.6168 VOR Federal airway No. 168 (Rock River, Wyo., to O'Neill, Nebr.).

600.6169 VOR Federal airway No. 169 (Tobe, Colo., to Rapid City, S. Dak.).

600.6170 VOR Federal airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.).

600.6171 VOR Federal airway No. 171 (Louisville, Ky., to Alexandria, Minn.).

600.6172 VOR Federal airway No. 172 (Denver, Colo., to South Bend, Ind.).

600.6173 VOR Federal airway No. 173 (Springfield, Ill., to Chicago, Ill.).

600.6174 VOR Federal airway No. 174 (Vichy, Mo., to Washington, D.C.).

600.6175 VOR Federal airway No. 175 (Vichy, Mo., to Columbia, Mo.).

600.6176 VOR Federal airway No. 176 (Memphis, Tenn., to Birmingham, Ala.).

600.6177 VOR Federal airway No. 177 (Fort Wayne, Ind., to Janesville, Wis.).

600.6178 VOR Federal airway No. 178 (Farmington, Mo., to Paducah, Ky.

600.6179 VOR Federal airway No. 179 (Paducah, Ky., to Bible Grove, Ill.).

600.6180 VOR Federal airway No. 180 (Austin, Tex., to Galveston, Tex.).

600.6181 VOR Federal airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).

600.6182 VOR Federal airway No. 182 (Portland, Oreg., to Chadron, Nebr.).

600.6183 VOR Federal airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).

600.6184 VOR Federal airway No. 184 (Erie, Pa., to Philipsburg, Pa.).

600.6185 VOR Federal airway No. 185 (Savannah, Ga., to Knoxville, Tenn.).

600.6186 VOR Federal airway No. 186 (St. Louis, Mo., to Vandalia, Ill.).

600.6187 VOR Federal airway No. 187 (Albuquerque, N. Mex., to Billings, Mont.).

600.6188 VOR Federal airway No. 188 (Detroit, Mich., to New York, N.Y.).

600.6189 VOR Federal airway No. 189 (Rocky Mount, N.C., to Franklin, Va.).

600.6190 VOR Federal airway No. 190 (Phoenix, Ariz., to Evansville, Ind.).

Sec.

600.6191 VOR Federal airway No. 191 (Memphis, Tenn., to Milwaukee, Wis.).

600.6192 VOR Federal airway No. 192 (Zuni, N. Mex., to Tucumcari, N. Mex.).

600.6193 VOR Federal airway No. 193 (Keeler, Mich., to Sault Ste. Marie, Mich.).

600.6194 VOR Federal airway No. 194 (Lafayette, La., to Norfolk, Va.).

600.6195 VOR Federal airway No. 195 (Oakland, Calif., to Fortuna, Calif.).

600.6196 VOR Federal airway No. 196 (Tupper Lake, N.Y., to Plattsburgh, N.Y.).

600.6197 VOR Federal airway No. 197 (Las Vegas, N. Mex., to Pueblo, Colo.).

600.6198 VOR Federal airway No. 198 (San Simon, Ariz., to Houston, Tex.).

600.6199 VOR Federal airway No. 199 (San Francisco, Calif., to Ukiah, Calif.).

600.6200 VOR Federal airway No. 200 (Ukiah, Calif., to Kremmling, Colo.).

600.6201 VOR Federal airway No. 201 (Los Angeles, Calif., to Palmdale, Calif.).

600.6202 VOR Federal airway No. 202 (Tucson, Ariz., to Truth or Consequences, N. Mex.).

600.6203 VOR Federal airway No. 203 (Norwich, Conn., to Massena, N.Y.).

600.6204 VOR Federal airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).

600.6205 VOR Federal airway No. 205 (Springfield, Mo., to Sioux City, Iowa).

600.6206 VOR Federal airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).

600.6207 VOR Federal airway No. 207 (Denver, Colo., to Egbert, Wyo.).

600.6208 VOR Federal airway No. 208 (Los Angeles, Calif., to Peach Springs, Ariz.).

600.6209 VOR Federal airway No. 209 (Mobile, Ala., to Tuscaloosa, Ala.).

600.6210 VOR Federal airway No. 210 (Los Angeles, Calif., to Imperial, Pa.).

600.6211 VOR Federal airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.).

600.6212 VOR Federal airway No. 212 (Ukiah, Calif., to Reno, Nev.).

600.6213 VOR Federal airway No. 213 (Myrtle Beach, S.C., to Tappahannock, Va.).

600.6214 VOR Federal airway No. 214 (Columbus, Ohio, to Pittsbugh, Pa.).

600.6215 VOR Federal airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).

600.6216 VOR Federal airway No. 216 (Lamar, Colo., to Saginaw, Mich.).

600.6217 VOR Federal airway No. 217 (Chicago, Ill., to Green Bay, Wis.).

600.6218 VOR Federal airway No. 218 (Chicago, Ill., to Flint, Mich.).

600.6219 VOR Federal airway No. 219 (Hayes Center, Nebr., to Wolbach, Nebr.).

600.6220 VOR Federal airway No. 220 (Kremmling, Colo., to Hayes Center, Nebr.).

600.6221 VOR Federal airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).

600.6222 VOR Federal airway No. 222 (El Paso, Tex., to Gordonsville, Va.).

600.6223 VOR Federal airway No. 223 (Herndon, Va., to Harrisburg, Pa.).

600.6224 VOR Federal airway No. 224 (Detroit, Mich., to United States-Canadian Border).

600.6225 VOR Federal airway No. 225 (Key West, Fla., to Vero Beach, Fla.).

600.6226 VOR Federal airway No. 226 (Williamsport, Pa., to New York, N.Y.).

600.6227 VOR Federal airway No. 227 (Louisville, Ky., to Peotone, Ill.).

Sec.
600.6228 VOR Federal airway No. 228 (North Brook, Ill., to South Bend, Ind.).
600.6229 VOR Federal airway No. 229 (Wilmington, N.C., to Cofield, N.C.).
600.6230 VOR Federal airway No. 230 (Salinas, Calif., to Fresno, Calif.).
600.6231 VOR Federal airway No. 231 (Missoula, Mont., to Ronan, Mont.).
600.6232 VOR Federal airway No. 232 (Cleveland, Ohio, to Stroudsburg, Pa.).
600.6233 VOR Federal airway No. 233 (Springfield, Ill., to Cedar Rapids, Iowa).
600.6234 VOR Federal airway No. 234 (Anton Chico, N. Mex., to Hutchinson, Kans.).
600.6235 VOR Federal airway No. 235 Provo, Utah, to Fort Bridger, Wyo.).
600.6236 VOR Federal airway No. 236 (Bonneville, Utah, to Ogden, Utah).
600.6237 VOR Federal airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).
600.6238 VOR Federal airway No. 238 (Philipsburg, Pa., to Atlantic City, N.J.).
600.6239 VOR Federal airway No. 239 (Wildwood, N.J., to Boothwyn, Pa.).
600.6240 VOR Federal airway No. 240 (New Orleans, La., to Mobile, Ala.).
600.6241 VOR Federal airway No. 241 (Crestview, Fla., to Atlanta, Ga.).
600.6242 VOR Federal airway No. 242 (Mobile, Ala., to Brookley AFB, Ala.).
600.6243 VOR Federal airway No. 243 (Chattanooga, Tenn., to Scotland, Ind.).
600.6244 VOR Federal airway No. 244 (Oakland, Calif., to Hanksville, Utah).
600.6245 VOR Federal airway No. 245 (Goffs, Calif., to Las Vegas, Nev.).
600.6246 VOR Federal airway No. 246 (Sidney, Ohio, to Mansfield, Ohio).
600.6247 VOR Federal airway No. 247 (Scottsbluff, Nebr., to Crazy Woman, Wyo.).
600.6248 VOR Federal airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).
600.6249 VOR Federal airway No. 249 (Sparta, N.J., to Utica, N.Y.).
600.6250 VOR Federal airway No. 250 (Imperial, Pa., to Clarion, Pa.).
600.6251 VOR Federal airway No. 251 (Front Royal, Va., to Sparta, N.J.).
600.6252 VOR Federal airway No. 252 (Buffalo, N.Y., to New York, N.Y.).
600.6253 VOR Federal airway No. 253 (Provo, Utah, to Boise, Idaho).
600.6254 VOR Federal airway No. 254 (Reinholds, Pa., to Columbus, N.J.).
600.6255 VOR Federal airway No. 255 (Burlington, Iowa, to Janesville, Wis.).
600.6256 VOR Federal airway No. 256 (Reinholds, Pa., to Yardley, Pa.).
600.6257 VOR Federal airway No. 257 (Phoenix, Ariz., to Great Falls, Mont.).
600.6258 VOR Federal airway No. 258 (Charleston, W. Va., to Penhook, Va.).
600.6259 VOR Federal airway No. 259 (Charlotte, N.C., to Tri-City, Tenn.).
600.6260 VOR Federal airway No. 260 (Charleston, W. Va., to Richmond, Va.).
600.6261 VOR Federal airway No. 261 (Pulaski, Va., to Beckley, W. Va.).
600.6262 VOR Federal airway No. 262 (Bradford, Ill., to Chicago, Ill.).
600.6263 VOR Federal airway No. 263 (Lamar, Colo., to Thurman, Colo.).

Sec.
600.6264 VOR Federal airway No. 264 (Los Angeles, Calif., to Prescott, Ariz.).
600.6265 VOR Federal airway No. 265 (Washington, D.C., to Dunkirk, N.Y.).
600.6266 VOR Federal airway No. 266 (Hickory, N.C., to Norfolk, Va.).
600.6267 VOR Federal airway No. 267 (Miami, Fla., to Jacksonville, Fla.).
600.6268 VOR Federal airway No. 268 (Flint Stone, Md., to Baltimore, Md.).
600.6269 VOR Federal airway No. 269 (Wells, Nev., to Pocatello, Idaho).
600.6270 VOR Federal airway No. 270 (Erie, Pa., to Chester, Mass.).
600.6271 VOR Federal airway No. 271 (Kenton, Del., to West Chester, Pa.).
600.6272 VOR Federal airway No. 272 (Sayre, Okla., to McAlester, Okla.).
600.6273 VOR Federal airway No. 273 (Downsville, N.Y., to Syracuse, N.Y.).
600.6274 VOR Federal airway No. 274 (Grand Rapids, Mich., to Saginaw, Mich.).
600.6275 VOR Federal airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.).
600.6276 VOR Federal airway No. 276 (Navarre, Ohio, to Monmouth, N.J.).
600.6277 VOR Federal airway No. 277 (Sidney, Ohio, to Keeler, Mich.).
600.6278 VOR Federal airway No. 278 (Guthrie, Tex., to Birmingham, Ala.).
600.6279 VOR Federal airway No. 279 (Columbus, Ohio, to Findlay, Ohio).
600.6280 VOR Federal airway No. 280 (El Paso, Tex., to Kansas City, Mo.).
600.6281 VOR Federal airway No. 281 (Redmond, Oreg., to Spokane, Wash.).
600.6282 VOR Federal airway No. 282 (Brandon, N.Y., to Montreal, Canada).
600.6283 VOR Federal airway No. 283 (Fresno, Calif., to Newberg, Oreg.).
600.6284 VOR Federal airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.).
600.6285 VOR Federal airway No. 285 (Myton, Utah, to Rawlins, Wyo.).
600.6286 VOR Federal airway No. 286 (Front Royal, Va., to Cape Charles, Va.).
600.6287 VOR Federal airway No. 287 (North Bend, Oreg., to Portland, Oreg.).
600.6288 VOR Federal airway No. 288 (Lucin, Utah, to Fort Bridger, Wyo.).
600.6289 VOR Federal airway No. 289 (Beaumont, Tex., to Texarkana, Ark.).
600.6290 VOR Federal airway No. 290 (Charleston, W. Va., to Montebello, Va.).
600.6291 VOR Federal airway No. 291 (Drake, Ariz., to Tuba City, Ariz.).
600.6292 VOR Federal airway No. 292 (Hartford, Conn., to Boston, Mass.).
600.6293 VOR Federal airway No. 293 (West Palm Beach, Fla., to St. Petersburg, Fla.).
600.6294 VOR Federal airway No. 294 (Des Moines, Iowa, to Cedar Rapids, Iowa).
600.6295 VOR Federal airway No. 295 (Miami, Fla., to Cross City, Fla.).
600.6296 VOR Federal airway No. 296 (Asheville, N.C., to Charlotte, N.C.).
600.6297 VOR Federal airway No. 297 (Mansfield, Ohio, to Carleton, Mich.).
600.6298 VOR Federal airway No. 298 (Pendleton, Oreg., to Casper, Wyo.).
600.6299 VOR Federal airway No. 299 (Los Angeles, Calif., to Bakersfield, Calif.).
600.6300 VOR Federal airway No. 300 (Sault Ste. Marie, Mich., to Toronto, Ontario).
600.6401 Hawaiian VOR Federal airway No. 1.
600.6402 Hawaiian VOR Federal airway No. 2.
600.6403 Hawaiian VOR Federal airway No. 3.

Sec.
600.6404 Hawaiian VOR Federal airway No. 4.
600.6405 Hawaiian VOR Federal airway No. 5.
600.6406 Hawaiian VOR Federal airway No. 6.
600.6407 Hawaiian VOR Federal airway No. 7.
600.6408 Hawaiian VOR Federal airway No. 8.
600.6409 Hawaiian VOR Federal airway No. 9.
600.6410 Hawaiian VOR Federal airway No. 10.
600.6411 Hawaiian VOR Federal airway No. 11.
600.6412 Hawaiian VOR Federal airway No. 12.
600.6413 Hawaiian VOR Federal airway No. 13.
600.6421 VOR Federal airway No. 421 (Truth or Consequences, N. Mex., to Farmington, N. Mex.).
600.6422 VOR Federal airway No. 422 (Chicago, Ill., to Attica, Ohio).
600.6424 VOR Federal airway No. 424 (Blue Springs, Mo., to Macon, Mo.).
600.6425 VOR Federal airway No. 425 (Brookley AFB, Ala., to Axis, Ala.).
600.6426 VOR Federal airway No. 426 (St. Louis, Mo., to Nokomis, Ill.).
600.6427 VOR Federal airway No. 427 (Newcomerstown, Ohio, to Navarre, Ohio).
600.6428 VOR Federal airway No. 428 (Elmira, N.Y., to Munnsville, N.Y.).
600.6429 VOR Federal airway No. 429 (Decatur, Ill., to Janesville, Wis.).
600.6431 VOR Federal airway No. 431 (Glens Falls, N.Y., to Plattsburg, N.Y.).
600.6432 VOR Federal airway No. 432 (Thermal, Calif., to Rice, Calif.).
600.6433 VOR Federal airway No. 433 (Newcastle, Del., to Newark, N.J.).
600.6434 VOR Federal airway No. 434 (Ottumwa, Iowa, to Peoria, Ill.).
600.6435 VOR Federal airway No. 435 (Sidney, Ohio, to Attica, Ohio).
600.6436 VOR Federal airway No. 436 (Kenai, Alaska, to Talkeetna, Alaska).
600.6437 VOR Federal airway No. 437 (Charleston, S.C., to Florence, S.C.).
600.6438 VOR Federal airway No. 438 (Skilak, Alaska, to Talkeetna, Alaska).
600.6440 VOR Federal airway No. 440 (Whittier, Alaska, to Skwentna, Alaska).
600.6441 VOR Federal airway No. 441 (Tampa, Fla., to Ocala, Fla.).
600.6442 VOR Federal airway No. 442 (Hector, Calif., to Rice, Calif.).
600.6443 VOR Federal airway No. 443 (Glen Dale, W. Va., to Cleveland, Ohio).
600.6444 VOR Federal airway No. 444 (Spokane, Wash., to Mullan Pass, Mont.).
600.6445 VOR Federal airway No. 445 (Unassigned).
600.6446 VOR Federal airway No. 446 (Troy, Ill., to Samsville, Ill.).
600.6447 VOR Federal airway No. 447 (Unassigned).
600.6448 VOR Federal airway No. 448 (Ephrata, Wash., to Mullan Pass, Mont.).
600.6449 VOR Federal airway No. 449 (Unassigned).
600.6450 VOR Federal airway No. 450 (Muskegon, Mich., to Green Bay, Wis.).
600.6451 VOR Federal airway No. 451 (Unassigned).
600.6452 VOR Federal airway No. 452 (Raton, N. Mex., to Dalhart, Tex.).
600.6453 VOR Federal airway No. 453 (Unassigned).

Sec.
600.6454 VOR Federal airway No. 454 (Evergreen, Ala., to Charlotte, N.C.).
600.6463 VOR Federal airway No. 463 (Norwich, Conn., to Putnam, Conn.).

TRANSCONTINENTAL VOR FEDERAL AIRWAYS

600.6600 VOR Federal airway No. 1500 (San Francisco, Calif., to New York, N.Y.).
600.6602 VOR Federal airway No. 1502 (San Francisco, Calif., to New York, N.Y.).
600.6604 VOR Federal airway No. 1504 (San Francisco, Calif., to Washington, D.C.).
600.6606 VOR Federal airway No. 1506 (San Francisco, Calif., to Washington, D.C.).
600.6608 VOR Federal airway No. 1508 (Los Angeles, Calif., to New York, N.Y.).
600.6610 VOR Federal airway No. 1510 (Los Angeles, Calif., to New York, N.Y.).
600.6612 VOR Federal airway No. 1512 (Los Angeles, Calif., to New York, N.Y.).
600.6614 VOR Federal airway No. 1514 (San Francisco, Calif., to New York, N.Y.).
600.6616 VOR Federal airway No. 1516 (San Francisco, Calif., to Washington, D.C.).
600.6618 VOR Federal airway No. 1518 (Los Angeles, Calif., to Washington, D.C.).
600.6620 VOR Federal airway No. 1520 (Los Angeles, Calif., to Washington, D.C.).
600.6622 VOR Federal airway No. 1522 (Los Angeles, Calif., to Washington, D.C.).
600.6629 VOR Federal airway No. 1529 (Los Angeles, Calif., to United States-Canadian Border).
600.6631 VOR Federal airway No. 1531 (San Francisco, Calif., to United States-Canadian Border).
600.6633 VOR Federal airway No. 1533 (San Francisco, Calif., to United States-Canadian Border).
600.6635 VOR Federal airway No. 1535 (Lovelock, Nev., to United States-Canadian Border).

AUTHORITY: §§ 600.1 to 600.6635 issued under sec. 205, 52 Stat. 984, as amended; 49 U.S.C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U.S.C. 452.

Subpart A—Introduction

§ 600.1 Basis and purpose.

The basis of this part is found in sections 307 and 313 of the Federal Aviation Act of 1958, as amended. The purpose of this part is to designate Federal airways in order to provide suitable and, insofar as possible, safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.2 Explanation of terms.

As used in this part, terms shall be defined as follows:

(a) The United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace.

(b) The continental United States shall mean all of the several States of the United States (including the District of Columbia, but excluding the States of Alaska and Hawaii) and the territorial waters and the overlying airspace thereof.

(c) "Federal airway" shall mean a portion of the navigable airspace of the United States, designated by the Administrator of the Federal Aviation Agency as a Federal airway, identified by an area on the surface of the earth, suitable for interstate, overseas, or foreign air commerce. Federal airways are classified as follows:

(1) Colored Federal airways: (i) Green Federal airways, (ii) Amber Federal airways, (iii) Red Federal airways, (iv) Blue Federal airways.

(2) VOR Federal airways: (i) Even numbered Federal airways, (ii) Odd numbered Federal airways.

(d) "Mile" shall mean statute mile unless otherwise specified in this part.

(e) All bearings shall be true from the point of origin.

(f) "INT" shall mean intersection.

(g) "RBN" shall mean radio beacon.

(h) "VOR" shall mean very high frequency omnirange station.

(i) "RR" shall mean low or medium frequency radio range station.

(j) "VORTAC" shall mean collocated VOR and TACAN.

(k) "TACAN" shall mean military tactical air navigational aid.

(l) "CONSOLAN" shall mean low frequency long range navigational aid.

(m) "FM" shall mean fan marker.

(n) "ILS" shall mean instrument landing system.

(o) "TVOR" shall mean very high frequency terminal omnirange station.

(p) "OM" shall mean instrument landing system outer marker.

(q) "MM" shall mean instrument landing system middle marker.

(r) "Lat." shall mean latitude.

(s) "Long." shall mean longitude.

(t) "VHF" shall mean very high frequency.

(u) "N" shall mean North.

(v) "NE" shall mean Northeast.

(w) "E" shall mean East.

(x) "SE" shall mean Southeast.

(y) "S" shall mean South.

(z) "SW" shall mean Southwest.

(aa) "W" shall mean West.

(bb) "NW" shall mean Northwest.

§ 600.3 Extent of Federal airways.

(a) Unless otherwise specified in Subparts B and C of this part, each Federal airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the centerline prescribed for each such airway: *Provided*, That a Federal airway lying within the continental United States shall not include the airspace at and above 24,000 feet MSL: *Provided further*, That a Federal airway shall not include any of the airspace of a prohibited area as defined in Part 60 of this title.

(b) The center line of each Federal airway shall be a line extended in the manner prescribed in this subpart through the center of the points or intersections specified for such airway.

(c) Except where otherwise provided in Subpart C, one or more alternate VOR Federal airways shall be established between specified points along, and shall be a part of, each VOR Federal airway. The center line of an alternate VOR Federal airway shall depart from and return to the main VOR Federal airway via the intersection of radials having an angle of 15 degrees (unless otherwise specified) separation from the main VOR Federal airway.

§ 600.4 Directions of airways.

Green and red colored Federal airways and even numbered VOR Federal airways normally are designated in a westerly to easterly direction between their initial and final terminals, even though portions of such airways may deviate from the westerly to easterly direction between any two or more intermediate points. Amber and blue colored Federal airways and odd numbered VOR Federal airways normally are designated in a southerly to northerly direction between their initial and final terminals, even though portions of such airways may deviate from the southerly to northerly direction between any two or more intermediate points.

§ 600.10 Designation of Federal airways.

The paths through the navigable airspace of the United States described in Subpart B and Subpart C are designated as Federal airways.

Subpart B—Colored Federal Airways

GREEN FEDERAL AIRWAYS

§ 600.11 Green Federal airway No. 1 (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).

That airspace over United States territory lying within 2 miles either side of the southwest course of the Vancouver, British Columbia, radio range between the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southwest course of the Vancouver, British Columbia, radio range and the Vancouver, British Columbia, radio range station. That airspace over United States territory lying within 5 miles either side of direct lines from the Megantic, Quebec, Canada, radio range station via the Millinocket, Maine, radio range station to the Fredericton, New Brunswick, radio range station.

§ 600.12 Green Federal airway No. 2 (Seattle, Wash., to Boston, Mass.).

From the King County Airport, Seattle, Wash, via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis. radio range; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Detroit, Mich., radio range; Detroit, Mich., radio range station to the Windsor, Ont., Canada, radio range station. From the Clear Creek, Ontario, Canada, nondirectional radio beacon via the Dunkirk, N.Y., nondirectional radio beacon; Buffalo, N.Y., radio range station; the intersection of the east course of the Buffalo, N.Y., radio range and the southwest course of the Rochester, N.Y., radio range; Rochester, N.Y., radio range station; the intersection of the southeast course of the Rochester, N.Y., radio range and the west course of the Syracuse, N.Y., radio range; Syracuse, N.Y., radio range station; Albany, N.Y., radio range station; Hartford, Conn., radio range station; the intersection of the west course of the Providence, R.I., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

§ 600.13 Green Federal airway No. 3 (Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.).

From the Oakland, Calif., radio range station via the Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Reno, Nev., radio range; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; to the Des Moines, Iowa, RR. From the Goshen, Ind., RR via the Toledo, Ohio radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N.Y. (LaGuardia), radio range to the New York, N.Y. (LaGuardia), radio range station.

§ 600.14 Green Federal airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).

From the Los Angeles, Calif., RBN via the INT of a 260° bearing from the Los Angeles RBN with the southwest course of the Camarillo, Calif., RR; Camarillo, Calif., RR, except that the portions of this Federal airway which lie within the geographic limits of, and between the designated altitudes of, the Point Mugu Restricted Areas (R-100) and (R-551) and between the established altitudes of the Point Mugu Warning Area (W-289) shall not be used by aircraft during the times of designation of these restricted areas and during the time of use of the established warning area unless prior approval is obtained from the FAA Air Traffic Control; Newhall, Calif., RR; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station to Albuquerque, N. Mex., radio range station excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Albuquerque restricted area (R-313) during the restricted area's time of designation; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., RBN; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Philadelphia International Airport, Philadelphia, Pa.

§ 600.15 Green Federal airway No. 5 (Los Angeles, Calif., to Fort Worth, Tex., and Pine Bluff, Ark., to Boston, Mass.).

From the Los Angeles, Calif., nondirectional radio beacon via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station, excluding the portion which lies outside the continental United States; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; to the Fort Worth, Tex., RR. From the Pine Bluff, Ark., RBN via the Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville radio range and a line bearing 297° True from the Smithville, Tenn., nondirectional radio beacon; Smithville, Tenn., nondirectional radio beacon; the intersection of a line bearing 112° True from the Smithville, Tenn., nondirectional radio beacon and the west course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D.C., radio range; Andrews, Md., radio range station; Millville, N.J., radio range station; Beachwood, N.J., nondirectional radio beacon; the intersection of the southeast course of the Newark, N.J., radio range and the southwest course of the Peconic, Long Island, N.Y., radio range; Peconic, Long Island, N.Y., radio range station; the intersection of the northeast course of the Peconic, Long Island, N.Y., radio range and the southeast course of the Hartford, Conn., radio range to the Boston, Mass., radio range station.

§ 600.16 Green Federal airway No. 6 (Alice, Tex., to Mobile, Ala., and Greensboro, N.C., to Richmond, Va.).

From the Alice, Tex., radio range station via the Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., nondirectional radio beacon; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station via the Keesler AFB, Biloxi, Miss., RR to the Mobile, Ala., RBN. From the Greensboro, N.C., RR via the Blackstone, Va., RR; to the Richmond, Va., RR.

§ 600.17 Green Federal airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).

From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.18 Green Federal airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).

From the Cold Bay, Alaska, radio range station via the King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai radio range and a line bearing 266° True from the Anchorage radio range station; Anchorage, Alaska, radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and a line bearing 357° True from the Anchorage radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage radio range; Gulkana, Alaska, radio range station; the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station. The portion of this airway which lies within the Anchorage, Alaska, Elmendorf AFB Restricted Area/Military Climb Corridor (R-561) shall be used only after obtaining prior approval from the controlling agency.

§ 600.19 Green Federal airway No. 9 (Hawaiian Islands).

From the INT of the west course of the Honolulu, Hawaii, RR and the south course of the Port Allen, Hawaii RR via the Honolulu RR to the INT of the northeast course of the Honolulu RR with longitude 155°46′00″ W.

§ 600.20 Green Federal airway No. 10 (United States-Canadian Border to Denver, Colo.).

That airspace over United States territory from the Vancouver, British Columbia, Canada, radio range station via the Bellingham, Wash., radio range station; Everett, Wash., radio range station; Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; the intersection of the south course of the Ellensburg, Wash., radio range and the northwest course of the Yakima, Wash., radio range; Yakima, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Laramie, Wyo., radio range station; the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range to the Denver, Colo., radio range station.

Amber Federal Airways

§ 600.101 Amber Federal airway No. 1 (United States-Mexican Border to Nome, Alaska).

That airspace over United States territory from the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., nondirectional radio beacon; Newhall, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; the intersection of the northwest course of the Fresno, Calif., radio range and the southeast course of the Sacramento, Calif., radio range; Sacramento, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Seattle, Wash., radio range station excluding the portion below 1,500 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-503) and the portion below 5,000 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-504); the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, radio range; Patricia Bay, British Columbia, Canada, radio range station to the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southeast course of the Comox, British Columbia, Canada, radio range, excluding the airspace lying more than 2 miles west of and parallel to the south course of the Patricia Bay, British Columbia, radio range between the intersection of the northwest course of the Seattle, Wash., radio range with the south course of the Patricia Bay, British Columbia, radio range and the United States-Canadian Border. That airspace over United States territory from the Sandspit, British Columbia, radio range station via the intersection of the northwest course of the Sandspit, British Columbia, radio range and the southwest course of the Annette Island, Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Hinchinbrook, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station. The portion of this airway which lies within the Anchorage, Alaska, Elmendorf AFB Restricted Area/Military Climb Corridor (R-561) shall be used only after obtaining prior approval from the controlling agency.

§ 600.102 Amber Federal airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).

From the Daggett, Calif., radio range station via the Good Springs, Nev., nondirectional radio beacon; Las Vegas, Nev., radio range station; the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; thence via latitude 38°24′30″, longitude 113°01′40″; Delta, Utah, radio range station; the intersection of the northeast course of the Delta, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Fairbanks, Alaska, radio range station; Bettles, Alaska, radio range station; Umiat, Alaska, nondirectional radio beacon to the Point Barrow, Alaska, nondirectional radio beacon.

§ 600.103 Amber Federal airway No. 3 (El Paso, Tex., to Great Falls, Mont.).

From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Truth or Consequences, N. Mex., radio range via the Truth or Consequences, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range; Lewistown, Mont., radio range station to the Great Falls, Mont., radio range station. The portion of this Federal airway above 20,000 feet MSL which overlaps the White Sands restricted area, Area 2 (R-521), (published in § 608.39 of this chapter), shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 600.104 Amber Federal airway No. 4 (San Antonio, Tex., to Waco, Tex.; Tulsa, Okla., to Baldwin City, Kans., and Omaha, Nebr., to Minot, N. Dak.).

From the San Antonio, RR via the INT of the N course of the San Antonio, Tex., RR and a line bearing 226° True from the Austin, Tex., RBN; Austin, Tex., RBN; to the Waco, Tex., RR. From the Tulsa, Okla., RR via the INT of the NE course of the Tulsa, Okla., RR and the S course of the Chanute, Kans., RR; Chanute, Kans., RR to the INT of the NE course of the Chanute, Kans., RR and the SW course of the Kansas City, Mo., RR. From the Omaha, Nebr., RR via the Sioux City, Iowa, RR; Sioux Falls, S. Dak., RR; Huron, S. Dak., RR; Aberdeen, S. Dak., RR; Bismarck, N. Dak., RR; the INT of the N course of the Bismarck, N. Dak., RR and the SE course of the Minot, N. Dak., RR to the Minot, N. Dak., RR.

§ 600.105 Amber Federal airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).

From the Grand Isle, La., nondirectional radio marker beacon via latitude 29°14'00", longitude 90°09'00"; New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

§ 600.106 Amber Federal airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).

From the Jacksonville, Fla., RR to the Alma, Ga., RR. From the Nashville, Tenn., radio range station via the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; Lexington, Ky., nondirectional radio beacon; Cincinnati, Ohio, radio range station to the intersection of the northeast course of the Cincinnati, Ohio, radio range and the west course of the Columbus, Ohio, radio range. From the Akron, Ohio, RR via the intersection of the north course of the Akron RR and the east course of the Cleveland, Ohio, RR; Perry, Ohio, RBN to the Clear Creek, Ont., Canada, RBN.

§ 600.107 Amber Federal airway No. 7 (Miami, Fla., to United States-Canadian Border).

From the Miami, Fla., ILS outer marker compass locator via the intersection of a line bearing 087° True from the ILS outer marker compass locator and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., RR; the INT of a line bearing 021° from the Savannah RR with a line bearing 260° from the Charleston RR; Charleston, S.C., RR; the INT of a line bearing 035° from the Charleston RR with a line bearing 178° from the Florence RR; Florence, S.C., RR; the intersection of the north course of the Florence, S.C., radio range and the southwest course of the Raleigh, radio range; Raleigh, N.C., radio range station; Richmond, Va., RR; Washington, D.C., RR; the intersection of the northeast course of the Washington, D.C., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N.J., radio range station; the intersection of the northeast course of the Newark, N.J., radio range and the northeast course of the New York, N.Y. (LaGuardia), radio range; Hartford, Conn., radio range station; the intersection of a direct line between the Hartford, Conn., radio range and the Bedford, Mass., nondirectional radio beacon (located at latitude 42°28'47", longitude 71°23'21") with the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station thence via a direct line between the Presque Isle, Maine, radio range station and the Mont Joli, Quebec, Canada, radio range station to the United States-Canadian Border. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Camp A. P. Hill Restricted Area (R-40) and the Dahlgren (West) Restricted Area (R-38) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 600.108 Amber Federal airway No. 8 (Los Angeles, Calif., to Camarillo, Calif., and Red Bluff, Calif., to Ellensburg, Wash.).

From the Los Angeles, Calif., RBN via the INT of a line bearing 260° from the Los Angeles RBN and the southeast course of the Camarillo, Calif., RR to the Camarillo, Calif., RR. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station. The portions of this Federal airway which lie within the geographic limits of, and between the designated altitudes of, the Point Magu Restricted Area (R-551) are excluded during the restricted area's time of designation.

§ 600.109 Amber Federal airway No. 9 (Charleston, S.C., to Norfolk, Va.).

From the Charleston, S.C., RR via the Myrtle Beach, S.C., RBN to the Wilmington, N.C., RBN. From the INT of the southeast course of the Waverly, Va., RR and the southwest course of the Norfolk, Va., RR to the Norfolk, Va., RR.

§ 600.110 Amber Federal airway No. 10 (Hawaiian Islands).

From the intersection of the west course of the Hilo, Hawaii, radio range and the south course of the Honolulu radio range to the Honolulu, Hawaii, radio range station excluding the portion above 21,000 feet mean sea level which overlaps Warning Area (W-321).

§ 600.111 Amber Federal airway No. 11 (Hawaiian Islands).

From the intersection of the south course of the Maui radio range and the west course of the Hilo, Hawaii, radio range via the Maui, Hawaii, radio range station to the intersection of the north course of the Maui radio range and a point 38 statute miles north of the Maui radio range station.

§ 600.112 Amber Federal airway No. 12 (Hawaiian Islands).

From the intersection of the south course of the Hilo radio range and point 37 miles south of the Hilo, Hawaii, radio range station via the Hilo radio range station to the intersection of the north course of the Hilo radio range and the southeast course of the Maui, Hawaii, radio range.

§ 600.113 Amber Federal airway No. 13 (Hawaiian Islands).

From the intersection of the south course of the Port Allen radio range and a line bearing 246° True from the Honolulu, Hawaii, radio range station to the Port Allen, Hawaii, radio range station.

§ 600.115 Amber Federal airway No. 15 (United States-Canadian Border to Annette Island, Alaska).

The airspace over United States territory from the Ethelda Bay, British Columbia, Canada, nondirectional radio beacon to the Annette Island, Alaska, radio range station.

Red Federal Airways

§ 600.202 Red Federal airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).

From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 Red Federal airway No. 3 (Philipsburg, Pa., to Harrisburg, Pa.).

From the Philipsburg, Pa., RR to the Harrisburg, Pa., RR.

§ 600.204 Red Federal airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).

From the Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

§ 600.205 Red Federal airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).

From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 Red Federal airway No. 6 (Denver, Colo., to Omaha, Nebr.).

From the Denver, Colo., radio range station via the Akron, Colo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Lincoln, Nebr., radio range station to Omaha, Nebr., radio range station.

§ 600.208 Red Federal airway No. 8 (Dayton, Ohio, to Newark, N.J.).

From the INT of the west course of the Wright-Patterson AFB RR and the northwest course of the Cincinnati, Ohio, RR via the Wright-Patterson AFB, Dayton, Ohio, RR to the INT of the east course of the Wright-Patterson AFB RR and the northeast course of the Cincinnati, Ohio, RR. From the Wheeling, W. Va., RBN via the Clinton, Pa., RBN; Butler, Pa., RBN; Brookville, Pa., RBN; the INT of the southwest course of the Elmira, N.Y., RR and the west course of the Williamsport, Pa., RR; Williamsport, Pa., RR; Crystal Lake, Pa., RBN to the Newark, N.J., RR.

§ 600.209 Red Federal airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).

From the INT of a line bearing 178° from the Oceanside RBN and a line bearing 275° from the San Diego RR via the San Diego, Calif., RR; INT of the east course of the San Diego RR and the west course of the El Centro RR; El Centro, Calif., RR; Yuma, Ariz., RR; INT of the east course of the Yuma RR and the west course of the Gila Bend RR; Gila Bend, Ariz., RR; to the INT of the east course of the Gila Bend RR and the northwest course of the Tucson, Ariz., RR.

§ 600.210 Red Federal airway No. 10 (Dallas, Tex., to Meridian, Miss.).

From the Dallas, Tex., RBN via the Shreveport, La., RR; Monroe, La., RR; Jackson, Miss., RR; to the Meridian, Miss., RR.

§ 600.211 Red Federal airway No. 11 (Tulsa, Okla., to Boston, Mass.).

From the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range via the Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon to the intersection of a line bearing 52° True from the Vichy nondirectional radio beacon and the west course of the St. Louis, Mo., radio range. From the Albany, N.Y., radio range station to the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range. From the Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy), radio range.

§ 600.212 Red Federal airway No. 12 (Chicago, Ill., to Detroit, Mich.).

From the intersection of the northeast course of the Joliet, Ill., radio range and the west course of the Chicago, Ill., radio range via the Chicago, Ill., radio range station; South Bend, Ind., radio range station to the Detroit, Mich., radio range station.

§ 600.213 Red Federal airway No. 13 (Wilkes-Barre, Pa., to Boston, Mass.).

From the Crystal Lake, Pa., nondirectional radio beacon via the Stewart AFB, N.Y., nondirectional radio beacon; Poughkeepsie, N.Y., radio range station; Hartford, Conn., radio range station; Providence, R.I., radio range station via the intersection of the north course of the Providence, R.I., radio range and the southwest course of the Boston, Mass., radio range to the intersection of a direct line between the intersection of the north course of the Providence radio range and the southwest course of the Boston radio range and the Bedford, Mass., nondirectional radio beacon (located at latitude 42°28′47″, longitude 71°23′21″) with the west course of the Boston, Mass., radio range.

§ 600.215 Red Federal airway No. 15 (Prescott, Ariz., to Phoenix, Ariz.).

From the Prescott, Ariz., RR via the INT of the SE course of the Prescott RR and the NW course of the Phoenix RR to the Phoenix, Ariz., RR.

§ 600.216 Red Federal airway No. 16 (Tallahasse, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.).

From the Tallahasse, Fla., RR station to the Albany, Ga., RR. From the Augusta, Ga., radio range station via the Columbia, S.C., radio range station; the intersection of the east course of the Columbia, S.C., radio range and the south course of the Florence, S.C., radio range; Florence, S.C., radio range station; Lumberton, N.C., nondirectional radio beacon; the intersection of a line bearing 21° True from the Lumberton, N.C., nondirectional radio beacon and a line bearing 191° True from the Raleigh, N.C., radio range station to the Raleigh, N.C., radio range station.

§ 600.217 Red Federal airway No. 17 (Rantoul, Ill., to Baltimore, Md.).

From the Chanute AFB, Rantoul, Ill., nondirectional radio beacon to the intersection of a line bearing 44° True from the nondirectional radio beacon with the southeast course of the Chicago, Ill., radio range. From the Martinsburg, W. Va., radio range station via the intersection of a line bearing 11° True from the Springfield, Va., nondirectional radio beacon and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the east course of the Baltimore, Md., radio range and the southwest course of the Millville, N.J., radio range, except that the portion of the Federal airway which overlaps the Aberdeen restricted area (R-54) (published in § 608.28 of this chapter) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 600.218 Red Federal airway No. 18 (Indianapolis, Ind., to Washington, D.C.).

From the intersection of the east course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station to the Springfield, Va., nondirectional radio beacon.

§ 600.219 Red Federal airway No. 19 (Traverse City, Mich., to Norfolk, Va.).

From the Traverse City, Mich., radio range station via the Gladwin, Mich., nondirectional radio beacon; Saginaw, Mich., nondirectional radio beacon; Flint, Mich., ILS outer Marker; Detroit, Mich., radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Akron, Ohio, radio range to the Akron, Ohio, radio range station. From the intersection of the southeast course of the Front Royal, Va., radio range and the west course of the Quantico, Va. (Navy), radio range to the Quantico, Va. (Navy), radio range station, excluding the portion more than 1 mile north of the west course of the Quantico, Va. (Navy), radio range. From the INT of the south course of the Quantico, Va. (MCAS), RR and the northwest course of the Tappahannock, Va., RR via the Tappahannock, Va., radio range station to the intersection of the southeast course of the Tappahannock, Va., radio range and the north course of the Norfolk, Va. (Navy), radio range, excluding those portions more than 2 miles either side of the northwest course of the Tappahannock, Va., radio range and the portion which overlaps the Patuxent, Md., restricted area (R-43), thence to the Norfolk, Va. Navy radio range station excluding the portion which overlaps Plum Tree Island restricted area (R-49).

§ 600.220 Red Federal airway No. 20 (Lansing, Mich., to Washington, D.C.).

That airspace over United States territory from the Lansing, Mich., radio range station via the Flint, Mich., ILS outer marker; the intersection of the northwest course of the Selfridge, Mich., AFB radio range and the northwest course of the Windsor, Ont., Can., radio range; Windsor, Ont., Can., radio range station; Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D.C., radio range; Washington, D.C., radio range station to the intersection of the southeast course of the Washington, D.C., radio range with Red Federal airway No. 77, excluding the portion below 6,000 feet MSL which lies over Patuxent restricted area (R-71).

§ 600.221 Red Federal airway No. 21 (New York, N.Y., to Bridgeport, Conn., and New London, Conn., to Boston, Mass.).

From the intersection of the east course of the New York (La Guardia), N.Y., radio range and the southwest course of the Bridgeport, Conn., radio range to the Bridgeport, Conn., R.R. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R.I. (Navy), radio range via the intersection of the west course of the Quonset Point, R.I. (Navy), radio range and the southwest course of the Providence, R.I., radio range; Providence, R.I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R.I., radio range; Squantum, Mass. (Navy), radio range station to the intersection of the northeast course of the Squantum, Mass. (Navy), radio range and the east course of the Boston, Mass., radio range.

§ 600.222 Red Federal airway No. 22 (Mount Clemens, Mich., to Buffalo, N.Y.).

From the Mount Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ontario, Canada, radio range, excluding the portion which lies outside the continental United States. From the intersection of the west course of the Buffalo, N.Y., radio range and the United States-Canadian Border to the Buffalo, N.Y., radio range station.

§ 600.223 Red Federal airway No. 23 (United States-Canadian Border to New York, N.Y.).

That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Houghton, Mich., radio range station; Grand Marias, Mich., radio range station; Sault Ste. Marie, Mich., radio range station to the Gore Bay, Ontario, Canada, radio range station. That airspace over United States territory from the Toronto, Ontario, Canada, radio range station via the Buffalo, N.Y., radio range station; Dansville, N.Y., nondirectional radio beacon; Elmira, N.Y., radio range station; New York (La Guardia), N.Y., radio range station to the intersection of the east course of the New York (La Guardia), N.Y., radio range and the northeast course of the Peconic, Long Island, N.Y., radio range.

§ 600.224 Red Federal airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).

From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.225 Red Federal airway No. 25 (United States-Canadian Border to Bangor, Maine).

That airspace over United States territory from the Quebec, Canada, radio range station via the intersection of the northwest course of the Bangor, Maine, radio range and the west course of the Millinocket, Maine, radio range to the intersection of the northwest course of the Bangor, Maine, radio range and the southwest course of the Millinocket, Maine, radio range.

§ 600.226 Red Federal airway No. 26 (Petersburg, Va., to Corapeake, N.C.).

From the intersection of the southwest course of the Richmond, Va., radio range and the northwest course of the Waverly, Va., radio range via the Waverly, Va., radio range station to the intersection of the southeast course of the Waverly, Va., radio range and the southwest course of the Norfolk, Va., radio range.

§ 600.227 Red Federal airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).

From the intersection of the northwest course of the Nenana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range via the Nenana, Alaska, radio range station to the intersection of the southeast course of the Nenana, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range.

§ 600.228 Red Federal airway No. 28 (Chicago, Ill., to Detroit, Mich.).

From the Chicago, Ill., radio range station via the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the intersection of a line bearing 127° True from the Lansing radio range station to its intersection with the west course of the Detroit, Mich., radio range.

§ 600.230 Red Federal airway No. 30 (Alexandria, La., to Jacksonville, Fla.).

From the Alexandria, La., RR via the INT of the SE course of the Alexandria, La., RR and the NW course of the Baton Rouge, La., RR; Baton Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the west course of the New Orleans, La., radio range. From the New Orleans, La., radio range station via the intersection of the east course of the New Orleans radio range and the southwest course of the Keesler AFB, Biloxi, Miss., radio range; Brookley AFB, Ala., nondirectional radio beacon; Saufley Field (Navy), Fla., nondirectional radio beacon; the intersection of a line bearing 057° True from the Saufley Field (Navy) nondirectional radio beacon to its intersection with the west course of the Crestview, Fla., radio range; Crestview, Fla., radio range station; the intersection of the east course of the Crestview radio range and the northwest course of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station. The portion of this airway below 2,000 feet MSL which lies within the Pensacola caution area C-488 is excluded; the portion which lies within the geographic limits of, and between the designated altitudes of the Valparaiso restricted area (R-383) is excluded during the restricted area's time of designation.

§ 600.233 Red Federal airway No. 33 (Norfolk, Va., to Richmond, Va., and Poughkeepsie, N.Y., to Chicopee Falls, Mass.).

From the intersection of the east course of the Langley, Va., AFB radio range and the north course of the Norfolk, Va., Navy radio range via the Langley, Va., AFB radio range station, excluding the portion which overlaps the Plum Tree Island Restricted Area (R–49), to the Richmond, Va., radio range station. From the intersection of the east course of the Poughkeepsie, N.Y., radio range and the southwest course of the Chicopee, Westover AFB, Mass., radio range to the Chicopee Falls, Mass., RR.

§ 600.234 Red Federal airway No. 34 (Harrellsville, N.C., to Weeksville, N.C.).

From the INT of the southwest course of the Norfolk, Va., RR and a line bearing 287° True from the Weeksville, N.C., (Navy) RR to the Weeksville, N.C., (Navy) RR.

§ 600.237 Red Federal airway No. 37 (Roanoke, Va., to Gordonsville, Va.).

From the Roanoke, Va., RR via the Lynchburg, Va., RR to the Gordonsville, Va., RR.

§ 600.239 Red Federal airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).

From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 Red Federal airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).

From the Kodiak, Alaska, radio range station via the Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station to the Anchorage, Alaska, radio range station.

§ 600.241 Red Federal airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).

From the intersection of the northwest course of the Sitka (Biorka Island), Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range via the Gustavus, Alaska, radio range station to the Sisters Island, nondirectional radio beacon.

§ 600.244 Red Federal airway No. 44 (Bellingham, Wash., to Princeton, B.C., Canada).

That airspace over United States territory from the Bellingham, Wash., radio range station to the Princeton, British Columbia, Canada, radio range station.

§ 600.245 Red Federal airway No. 45 (Blackstone, Va., to Lancaster, Pa.).

From the Blackstone, Va., RR via the Manakin, Va., RBN; Quantico, Va. (MCAS) RR to the INT of the north course of the Quantico RR with the northwest course of the Washington, D.C., RR, excluding that portion which lies more than 2 miles west of the north course of the Quantico MCAS RR between the Quantico MCAS RR and the INT of the north course of the Quantico RR with the northwest course of the Washington RR. From the Riverdale, Md., RBN via the Baltimore, Md., RR to the INT of the north course of the Baltimore RR and the southwest course of the Allentown, Pa., RR.

§ 600.246 Red Federal airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).

That airspace over United States territory from the Regina, Saskatchewan, Canada, radio range station via the Minot, N. Dak., radio range station to the Jamestown, N. Dak., radio range station.

§ 600.249 Red Federal airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).

From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station to the Fort Bridger, Wyo., radio range station.

§ 600.250 Red Federal airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).

From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.251 Red Federal airway No. 51 (Blackstone, Va., to Norfolk, Va.).

From the Blackstone, Va., radio range station via the intersection of the east course of the Blackstone, Va., radio range and the west course of the Langley, Va., AFB radio range to the Langley, Va., AFB radio range station, excluding the portions which overlap the Camp Pickett Restricted Area (R–44) and the Plum Tree Island Restricted Area (R–49).

§ 600.253 Red Federal airway No. 53 (Portland, Oreg., to Spokane, Wash.).

From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; the intersection of the east course of the The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton, Oreg., radio range station; the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range; Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.256 Red Federal airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).

From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

§ 600.257 Red Federal airway No. 57 (Akron, Ohio, to Youngstown, Ohio).

From the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

§ 600.258 Red Federal airway No. 58 (Augusta, Maine, to United States-Canadian Border).

That airspace over United States territory from the Augusta, Maine, radio range station via the Bangor, Maine, radio range station; Pennfield Ridge, New Brunswick, Canada, radio range station to the St. John, New Brunswick, Canada, radio range station.

§ 600.259 Red Federal airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).

From the Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

§ 600.260 Red Federal airway No. 60 (Oakland, Calif., to Stockton, Calif.).

From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.263 Red Federal airway No. 63 (Bangor, Mich., to Jackson, Mich.).

From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station to the Jackson, Mich., nondirectional radio beacon.

§ 600.264 Red Federal airway No. 64 (United States-Canadian Border to Annette Island, Alaska).

From the intersection of the southwest course of the Annette Island, Alaska, radio range and the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 600.265 Red Federal airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).

From the Los Angeles, Calif., nondirectional radio beacon via the intersection of a line bearing 175° True from the Los Angeles nondirectional radio beacon and a line bearing 279° True from the Oceanside, Calif., nondirectional radio beacon; Oceanside, Calif., nondirectional radio beacon; Julian, Calif., nondirectional radio beacon to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 600.269 Red Federal airway No. 69 (Midland, Tex., to Big Spring, Tex.).

From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

§ 600.270 Red Federal airway No. 70 (Midland, Tex., to Lubbock, Tex.).

From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.271 Red Federal airway No. 71 (El Paso, Tex., to Lubbock, Tex.).

From the intersection of the east course of the El Paso, Tex., radio range and the southwest course of the Roswell, N. Mex., radio range via the Roswell, N. Mex., radio range station; the intersection of the northeast course of the Roswell, N. Mex., radio range and the west course of the Lubbock, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.272 Red Federal airway No. 72 (Millville, N.J., to Paterson, N.J.).

From the intersection of the southwest course of the Millville, N.J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castel, Del., radio range and the west course of the Philadelphia, Pa., radio range. From the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Willow Grove, Pa., radio range via the Willow Grove, Pa., radio range station; the intersection of the northeast course of the Willow Grove, Pa., radio range and the east course of the Allentown, Pa., radio range; the Chatham, N.J., nondirectional radio beacon to the Paterson, N.J., nondirectional radio beacon.

§ 600.273 Red Federal airway No. 73 (Baltimore, Md., to Millville, N.J.).

From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N.J., radio range.

§ 600.274 Red Federal airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).

From the Keesler AFB radio range station, Biloxi, Miss., via the intersection of the southeast course of the Keesler AFB radio range with the centerline of Red civil airway No. 30; Mobile, Ala., nondirectional radio beacon to the Brookley AFB, Ala., nondirectional radio beacon.

§ 600.275 Red Federal airway No. 75 (United States-Canadian Border. Vancouver, British Columbia, to United States-Canadian Border, Abbotsford, British Columbia).

That airspace over United States territory from the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford, British Columbia, radio range via the Abbotsford, British Columbia, radio range station to the intersection of the east course of the Abbotsford, British Columbia, radio range and the northeast course of the Bellingham, Wash., radio range.

§ 600.277 Red Federal airway No. 77 (Richmond, Va., to Atlantic City, N.J.).

From the Richmond, Va., radio range station via the Tappahannock, Va., radio range station; Dover, Del., AFB nondirectional radio beacon to the Atlantic City, N.J., radio range station, excluding the portion below 6,000 feet which lies over Patuxent restricted area (R-71), and excluding the portion which lies over Patuxent restricted area (R-43).

§ 600.278 Red Federal airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).

From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

§ 600.279 Red Federal airway No. 79 (Neah Bay, Wash., to Everett, Wash.).

That airspace over United States territory from the Neah Bay, Wash., radio range station via the Port Angeles, Wash., CGAS nondirectional radio beacon to the Dungeness, Wash., fan marker excluding the portion below 6,000 feet which overlaps Restricted Area (R-236) and excluding the portion which conflicts with the Albert Head Restricted Area (R-407). From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

§ 600.280 Red Federal airway No. 80 (Helena, Mont., to Miles City, Mont.).

From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range via the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range; Great Falls, Mont., radio range station; Lewistown, Mont., radio range station; the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station.

§ 600.281 Red Federal airway No. 81 (Lansing, Mich., to Detroit, Mich.).

From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 600.282 Red Federal airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).

From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the north course of the Anchorage (Merrill), Alaska, radio range.

§ 600.283 Red Federal airway No. 83 (Gila, Bend, Ariz., to Tucson, Ariz.).

From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range via the Gila Bend, Ariz., radio range station to the Tucson, Ariz., radio range station.

§ 600.284 Red Federal airway No. 84 (Meridian, Miss., to Maxwell AFB, Ala.).

From the Meridian, Miss., RR to the Maxwell AFB, Ala., RR.

§ 600.287 Red Federal airway No. 87 (Hawaiian Islands).

From the intersection of northwest course of the Port Allen, radio range and a point 100 miles northwest of the Port Allen, Hawaii, radio range station via the Port Allen, Hawaii, radio range station; the intersection of the southeast course of the Port Allen, radio range and the west course of the Honolulu, radio range; Honolulu, Hawaii, radio range station; Maui, Hawaii, radio range station; the intersection of the southeast course of the Maui, radio range and the north course of the Hilo, radio range; Hilo, Hawaii, radio range station to the intersection of the east course of the Hilo, radio range and the southeast course of the Maui radio range. The portions of this airway at 5,000 feet MSL and below which lie within the Bonham, T.H., restricted area (R-509) and the Bonham, T.H., warning area (W-510) are excluded.

§ 600.288 Red Federal airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).

From the Albuquerque, N. Mex., radio range station via the Roswell, N. Mex., radio range station; the intersection of the southeast course of the Roswell, N. Mex., radio range and the west course of the Hobbs, N. Mex., radio range; Hobbs, N. Mex., radio range station to the intersection of the east course of the Hobbs, N. Mex., radio range and the south course of the Lubbock, Tex., radio range.

§ 600.290 Red Federal airway No. 90 (Oxnard, Calif., to Burbank, Calif.).

From the Camarillo, Calif., radio range station to the Burbank, Calif., radio range station.

§ 600.291 Red Federal airway No. 91 (Dunkirk, N.Y., to Syracuse, N.Y.).

From the Dunkirk, N.Y., nondirectional radio beacon via the Dansville, N.Y., nondirectional radio beacon to the Syracuse, N.Y., radio range station.

§ 600.292 Red Federal airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).

That airspace over United States territory from the Sault Ste. Marie, Mich., radio range station to the Sudbury, Ontario, Canada, radio range station.

§ 600.294 Red Federal airway No. 94 (Providence, R.I., to Hyannis, Mass.).

From the Providence, R.I., radio range station via the Otis AFB, Falmouth, Mass., nondirectional radio beacon located at latitude 41°36′15″, longitude 70°32′31″, to the Hyannis, Mass., nondirectional radio beacon, excluding the portion which lies more than 4 miles north of the centerline between this Otis

AFB nondirectional radio beacon and the Hyannis nondirectional radio beacon.

§ 600.297 Red Federal airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Sault Ste. Marie, Mich., radio range station to the Wiarton, Ontario, Canada, radio range station.

§ 600.299 Red Federal airway No. 99 (Iliamna, Alaska, to Homer, Alaska).

From the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range via the Iliamna, Alaska, radio range station to the intersection of the southeast course of the Iliamna, Alaska, radio range the west course of the Homer, Alaska, radio range.

§ 600.300 Red Federal airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).

From the South Bend, Ind., radio range station to the Battle Creek, Mich., radio range station.

§ 600.302 Red Federal airway No. 102 (Lexington, Ky., to Huntington, W. Va.).

From the Lexington, Ky., nondirectional radio beacon to the Huntington, W. Va., nondirectional radio beacon.

§ 600.303 Red Federal airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).

From the Anchorage, Alaska, radio range station via the intersection of a line bearing 266° True from the Anchorage, Alaska, radio range station and the northeast course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the southeast course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Middleton Island, Alaska, radio range station.

§ 600.305 Red Federal airway No. 105 (Wichita, Kans., to Neosho, Mo.).

From the intersection of the northeast course of the Wichita, Kans., radio range and the west course of the Chanute, Kans., radio range via the Chanute, Kans., radio range station to the intersection of the east course of the Chanute, Kans., radio range and a 344° True bearing from the Neosho, Mo., omnirange station.

§ 600.308 Red Federal airway No. 108 (Corinne, Utah, to Fort Bridger, Wyo.).

From the Corinne, Utah, nondirectional radio beacon to the Fort Bridger, Wyo., radio range station.

§ 600.309 Red Federal airway No. 109 (Portland, Oreg., to Spokane, Wash.).

From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.313 Red Federal airway No. 113 (Hawaiian Islands).

From the INT of the south course of the Port Allen, Hawaii, RR and a line bearing 253° True from the Makapuu Point, RBN to the Makapuu Point, Hawaii, RBN.

BLUE FEDERAL AIRWAYS

§ 600.601 Blue Federal airway No. 1 (Miami, Fla., to Tampa, Fla.).

From the Miami, Fla., nondirectional radio beacon to the Tampa, Fla., radio range station.

§ 600.603 Blue Federal airway No. 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).

From the Miami, Fla., RBN via the Fort Myers, Fla., RBN; Tampa, Fla., RR; the INT of the north course of the Tampa, Fla., RR and the southeast course of the Cross City, Fla., RR; Cross City, Fla., RR to the Tallahassee, Fla., RR. From the INT of the south course of the Goshen, Ind., RR and the southwest course of the Fort Wayne, Ind., RR via the Goshen, Ind., RR; the INT of the north course of the Goshen RR and the southwest course of the Grand Rapids RR; Grand Rapids, Mich., RR; Traverse City, Mich., RR; to the Sault Ste. Marie, Mich., RR.

§ 600.604 Blue Federal airway No. 4 (Boston, Mass., to United States-Canadian Border).

From the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N.H., radio range; Concord, N.H., radio range station; Burlington, Vt., radio range station to the Montreal, Quebec, Canada, radio range station, excluding the airspace which lies outside the continental United States. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) are excluded during the restricted area's time of designation.

§ 600.606 Blue Federal airway No. 6 (Bangor, Mich., to Muskegon, Mich.).

From the INT of the northeast course of the Chicago, Ill., RR and the southwest course of the Grand Rapids, Mich., RR to the Muskegon, Mich., RR.

§ 600.608 Blue Federal airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).

That airspace over United States territory from the Fargo, N. Dak., radio range station via the Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station to the Winnipeg, Ont., Canada, radio range station.

§ 600.609 Blue Federal airway No. 9 (Duluth, Minn., to United States-Canadian Border).

That airspace over United States territory from the Duluth, Minn., RR to the Lakehead, Ontario, Canada, RR.

§ 600.612 Blue Federal airway No. 12 (McGrath, Alaska, to Galena, Alaska).

From the McGrath, Alaska, radio range station to the Galena, Alaska, radio range station.

§ 600.613 Blue Federal airway No. 13 (Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa).

From the Texarkana, Ark., radio range station to the Fort Smith, Ark., nondirectional radio beacon excluding the portion which overlaps the Camp Chaffee restricted area (R-215). From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the Des Moines, Iowa, radio range station.

§ 600.614 Blue Federal airway No. 14 (Campo, Calif., to Julian, Calif., and Riverside, Calif., to Wheeler Ridge, Calif.).

From the intersection of the west course of the El Centro, Calif., radio range and a bearing 165° True from the Julian, Calif., nondirectional radio beacon to the Julian, Calif., nondirectional radio beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range; the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range.

§ 600.615 Blue Federal airway No. 15 (Akron, Ohio, to Hubbard, Ohio).

From the Akron, Ohio, Akron-Canton County Airport ILS outer marker to the Hubbard, Ohio, nondirectional radio beacon. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R-541) are excluded during the restricted area's time of designation.

§ 600.616 Blue Federal airway No. 16 (Waverly, Va., to Tappahannock, Va.).

From the Waverly, Va., radio range station to the Tappahannock, Va., radio range station.

§ 600.618 Blue Federal airway No. 18 (Paterson, N.J., to Burlington, Vt.).

From the intersection of the northwest course of the New York, N.Y. (La Guardia), radio range and the southwest course of the Poughkeepsie, N.Y., radio range via the Poughkeepsie, N.Y., radio range station, excluding that portion which lies more than 2 miles west of the southwest course of the Poughkeepsie, N.Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N.Y. (La Guardia), radio range and the southwest course of the Poughkeepsie, N.Y., radio range and a point 10 miles south of the Poughkeepsie, N.Y., radio range; the Albany, N.Y., radio range station; to the Burlington, Vt., radio range station.

§ 600.619 Blue Federal airway No. 19 (Key West, Fla., to Melbourne, Fla.).

From the Key West, Fla., radio range station via the Perrine, Fla., radio range station; to the Melbourne, Fla., radio range station.

§ 600.620 Blue Federal airway No. 20 (Millville, N.J., to Allentown, Pa.).

From the intersection of the southwest course of the Atlantic City, N.J., radio range and the southeast course of the Millville, N.J., radio range via the intersection of the southeast course of the Millville, N.J., radio range and the southeast course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the north course of the Philadelphia, Pa., radio range and a line bearing 192° True from the Allentown, Pa., radio range to the Allentown, Pa., radio range station.

§ 600.621 Blue Federal airway No 21 (Coles Point, Va., to Elmira, N.Y.).

From the intersection of the southeast course of the Andrews, Md., radio range and the south course of the Baltimore, Md., radio range to the Baltimore, Md., radio range station, excluding the portions which overlap restricted areas and excluding that portion which lies more than two miles east of the south course of the Baltimore radio range between the intersection of the south course of the Baltimore range with the southeast course of the Washington, D.C., radio range and the intersection of the south course of the Baltimore radio range with a 63° bearing from the Riverdale, Md., RBN. From the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range via the Harrisburg, Pa., radio range; Williamsport, Pa., radio range station to the intersection of the north course of the Williamsport, Pa., radio range and the southwest course of the Elmira, N.Y., radio range. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) are excluded during the restricted area's time of designation.

§ 600.622 Blue Federal airway No. 22 (Delta, Utah, to Malad City, Idaho).

From the Delta, Utah, radio range station via the Promontory Point, Utah, nondirectional radio beacon to the Malad City, Idaho, radio range station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of the Tooele restricted area (R-399) and the Deseret restricted area (R-514) are excluded during their designated time of use.

§ 600.623 Blue Federal airway No. 23 (Norfolk, Va., to Chincoteague, Va.).

From the Norfolk, Va., Navy radio range station to the Chincoteague, Va., Navy radio range station excluding the portions which overlap Chincoteague Inlet restricted area (R-45) and Ship Shoal Island restricted area (R-47).

§ 600.625 Blue Federal airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).

From the intersection of the southwest course of the Hinchinbrook, Alaska, radio range and a direct line between the Whittier, Alaska, Fan Marker and the Middleton Island, Alaska, nondirectional radio beacon via the Hinchinbrook, Alaska, radio range station; the intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station; the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 Blue Federal airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).

From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station; intersection of the north course of the Summit, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station. The portion of this airway which lies within the Anchorage, Alaska, Elmendorf AFB Restricted Area/Military Climb Corridor (R-561) shall be used only after obtaining prior approval from the controlling agency.

§ 600.627 Blue Federal airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).

From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon radio range; King Salmon, Alaska, radio range station; Bethel, Alaska, radio range station; Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

§ 600.629 Blue Federal airway No. 29 (Raleigh, N.C., to Lynchburg, Va.).

From the intersection of the northeast course of the Raleigh, N.C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

§ 600.630 Blue Federal airway No. 30 (Big Spring, Tex., to Pueblo, Colo.).

From the Big Spring, Tex., RR to the INT of the northwest course of the Big Spring RR and the south course of the Lubbock, Tex., RR. From the Lubbock, Tex., RR via the INT of the Lubbock RR north course and the Amarillo, Tex., RR south course; Amarillo, Tex., RR; Dalhart, Tex., RBN to the Pueblo, Colo., RR.

§ 600.632 Blue Federal airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).

From the Anchorage, Alaska, radio range station via the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Skwentna, Alaska, radio range station to the Talkeetna, Alaska, nondirectional radio beacon. The portion of this airway which lies within the Anchorage, Alaska, Elmendorf AFB Restricted Area/Military Climb Corridor (R-561) shall be used only after obtaining prior approval from the controlling agency.

§ 600.633 Blue Federal airway No. 33 (Lansing, Mich., to Saginaw, Mich.).

From the Lansing, Mich., radio range station to the Saginaw, Mich., nondirectional radio beacon.

§ 600.637 Blue Federal airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).

From the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range via the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range.

§ 600.638 Blue Federal airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).

That airspace over United States territory from the Five Finger, Alaska, USCG nondirectional radio beacon via the Gustavus, Alaska, radio range; Haines, Alaska, nondirectional radio beacon to the Whitehorse, Yukon Territory, radio range station.

§ 600.639 Blue Federal airway No. 39 (Philipsburg, Pa., to Elmira, N.Y.).

From the intersection of the southwest course of the Elmira, N.Y., radio range and the east course of the Philipsburg, Pa., radio range to the Elmira, N.Y., radio range station.

§ 600.640 Blue Federal airway No. 40 (Concord, N.H., to Burlington, Vt.).

From the Concord, N.H., radio range station via a point at 43°38′ north latitude and 72°20′ west longitude and a point at 44°12′ north latitude and 72°34′ west longitude to the Burlington, Vt., radio range station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) are excluded during the restricted area's time of designation.

§ 600.641 Blue Federal airway No. 41 (Concord, N.H., to Portland, Maine, and Bangor, Maine, to United States-Canadian Border).

From the Concord, N.H., radio range to the Portland, Maine, radio range station. From the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border.

§ 600.642 Blue Federal airway No. 42 (Goshen, Ind., to Saginaw, Mich.).

From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the north course of the Battle Creek, Mich., radio range and the southeast course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station to the Saginaw, Mich., nondirectional radio beacon.

§ 600.643 Blue Federal airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).

From the intersection of the north course of the Summit, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range via the intersection of the north course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range; Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.644 Blue Federal airway No. 44 (Dundee, Mich., to United States-Canadian Border).

From the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ontario, Canada, radio range to the intersection of the southwest course of the Windsor, Ontario, Canada, radio range with the United States-Canadian Border.

§ 600.645 Blue Federal airway No. 45 (Keene, N.H., to Lebanon, N.H., and Montpelier, Vt., to Newport, Vt.).

From the Keene, N.H., nondirectional radio beacon to the Lebanon, N.H., nondirectional radio beacon. From the Montpelier, Vt., radio range station via the intersection of the northeast course of the Montpelier, Vt., radio range and a line bearing 180° True from the Newport, Vt., nondirectional radio beacon to the Newport, Vt., nondirectional radio beacon excluding the portion which lies outside of the continental limits of the United States.

§ 600.647 Blue Federal airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).

From the intersection of the northeast course of the Raleigh, N.C., radio range and the south course of the Blackstone, Va., radio range via the Blackstone, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the west course of the Quantico, Va. (Navy), radio range and the southeast course of the Front Royal, Va., radio range; Front Royal, Va., radio range station; intersection of the north course of the Front Royal, Va., radio range and the southeast course of the Pittsburgh, Pa., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range; Altoona, Pa., radio range station to the Philipsburg, Pa., radio range station.

§ 600.648 Blue Federal airway No. 48 (Key West, Fla., to Miami, Fla.).

From the Key West, Fla., radio range station via the Marathon, Fla., nondirectional radio beacon; the intersection of a 77° True bearing from the Marathon RBN and a 153° True bearing from the Miami RBN to the Miami, Fla., nondirectional radio beacon.

§ 600.649 Blue Federal airway No. 49 (Atlantic City, N.J., to Philadelphia, Pa.).

From the intersection of the southeast course of the Philadelphia, Pa., radio range and a point at latitude 38°58′35″, longitude 74°54′30″ via the intersection of the southeast course of the Philadelphia, Pa., radio range and the southeast course of the Millville, N.J., radio range; Millville, N.J., radio range station to the intersection of the northwest course of the Millville, N.J., radio range and the southwest course of the Philadelphia, Pa., radio range.

§ 600.651 Blue Federal airway No. 51 (Wendover, Utah, to Dubois, Idaho).

From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

§ 600.652 Blue Federal airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).

From the Tamiami, Fla., nondirectional radio beacon to the West Palm Beach, Fla., radio range station.

§ 600.655 Blue Federal airway No. 55 (Crestview, Fla., to Montgomery, Ala.).

From the Crestview, Fla., radio range station via the intersection of the north course of the Crestview, Fla., radio range and the southwest course of the Maxwell AFB, Ala., radio range to the Maxwell AFB, Ala., radio range station.

§ 600.656 Blue Federal airway No. 56 (Norfolk, Va., to Washington, D.C.).

From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley, Va. (AFB), radio range via the Langley, Va. (AFB), radio range station; the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range to the Andrews, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the Andrews, Md., radio range and the north course of the Langley, Va. (AFB), radio range between the Andrews, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range.

§ 600.658 Blue Federal airway No. 58 (Hyannis, Mass., to Squantum, Mass.).

From the Hyannis, Mass., nondirectional radio beacon via the intersection of a line bearing 346° True from the Hyannis, Mass., nondirectional radio beacon and the southeast course of the Squantum, Mass., radio range to the Squantum, Mass., radio range station. The portion of this airway which lies within the Falmouth, Mass., Otis AFB Restricted Area/Military Climb Corridor (R-571) shall be used only after obtaining prior approval from the controlling agency.

§ 600.663 Blue Federal airway No. 63 (Concord, N.H., to Berlin, N.H.).

From the Concord, N.H., radio range station via the Laconia, N.H., nondirectional radio beacon; North Conway, N.H., nondirectional radio beacon to the Berlin, N.H., nondirectional radio beacon.

§ 600.664 Blue Federal airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).

From the Wink, Tex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.665 Blue Federal airway No. 65 (Shuyak, Alaska, to Homer, Alaska).

From the Shuyak, Alaska, nondirectional radio beacon via the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range to the Homer, Alaska, radio range station.

§ 600.666 Blue Federal airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N.Y.).

From the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N.Y., radio range.

§ 600.667 Blue Federal airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station; the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vagas, Nev., radio range to the Las Vegas, Nev., radio range station.

§ 600.668 Blue Federal airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).

From Midland, Tex., radio range station to the intersection of the northwest course of the Midland, Tex., radio range and the east course of the Hobbs, N. Mex., radio range.

§ 600.671 Blue Federal airway No. 71 (Toledo, Wash., to Seattle, Wash.).

From the Toledo, Wash., RR via the Shelton, Wash., RBN to the Seattle, Wash., RR. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) are excluded during the restricted area's time of designation.

§ 600.675 Blue Federal airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

That airspace over United States territory from the Cleveland, Ohio, radio range station to the London, Ontario, Canada, radio range station.

§ 600.676 Blue Federal airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).

From the Sinclair, Wyo., radio range station to the Casper, Wyo., radio range station.

§ 600.679 Blue Federal airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).

That airspace over United States territory from the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; Haines, Alaska, nondirectional radio beacon to the Pon Lake, Y.T., Canada, nondirectional radio beacon.

§ 600.680 Blue Federal airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).

From the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range to the Moses Point, Alaska, radio range station.

§ 600.684 Blue Federal airway No. 84 (Augusta, Maine, to Millinocket, Maine).

From the Augusta, Maine, radio range station via the Rockland, Maine, nondirectional radio beacon; Bar Harbor, Maine, nondirectional radio beacon; Bangor, Maine, radio range station to the Millinocket, Maine, radio range station.

§ 600.685 Blue Federal airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).

From the Hutchinson, Kans., radio range station to the intersection of the south course of the Hutchinson, Kans., radio range and the southwest course of the Wichita, Kans., radio range.

§ 600.687 Blue Federal airway No. 87 (Lexington, Ky., to Dayton, Ohio).

From the Lexington, Ky., RBN via the Cincinnati, Ohio, RR; the INT of the Cincinnati RR northeast course and the Wright-Patterson AFB south course; Wright-Patterson AFB, Dayton, Ohio, RR; the INT of the Wright-Patterson AFB RR north course and the Columbus, Ohio, RR west course.

Subpart C—VOR Federal Airways

DOMESTIC VOR FEDERAL AIRWAYS

§ 600.6001 VOR Federal airway No. 1 (Jacksonville, Fla., to New York, N.Y.).

From the Jacksonville, Fla., VOR via the Charleston, S.C., VOR; Myrtle Beach, S.C., VOR; Wilmington, N.C., VOR; INT of the Wilmington VOR 014° and the Cofield VOR 209° radials; Cofield, N.C., VOR, including a west alternate from the Wilmington VOR to the Cofield VOR via the point of INT of the Wilmington VOR 352° with the Myrtle Beach, S.C., VOR 033° radials and the INT of the Wilmington VOR 014° and the Cofield VOR 209° radials; Norfolk, Va., VOR; Cape Charles, Va., VOR; INT of the Cape Charles VOR 008° and the Salisbury VOR 206° radials; Salisbury, Md., VOR; point of INT of the Woodstown, N.J., VOR 154° and the Coyle VOR 203° radials; Coyle, N.J., VOR; Idlewild, N.Y., VOR; INT of the Idlewild VOR 359° and the Wilton VOR 214° radials; to the Wilton, Conn., VOR. Those portions of this airway between the point of INT of the Coyle, N.J., VOR 203° and the Woodstown, N.J., VOR 106° radials and the point of INT of the Colts Neck, N.J., VOR 073° and the Coyle, N.J., VOR 031° radials lying more than 3 miles either side of the centerline are excluded. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Patuxent Restricted Area (R-43) and the Warren Grove Restricted Area (R-26) are excluded during the times of designation of these restricted areas. The portions of this airway which lie below 17,000 feet mean sea level and above 23,000 feet mean sea level between the Jacksonville, Fla., VOR and the Charleston, S.C., VOR are excluded.

§ 600.6002 VOR Federal airway No. 2 (Seattle, Wash., to Boston, Mass.).

From the Seattle, Wash., VOR via the Ellensburg, Wash., VOR, including a south alternate via the INT of the Seattle VOR 124° and the Ellensburg VOR 274° radials; Ephrata, Wash., VOR, including a north alternate from the Seattle VOR direct to the Ephrata VOR; Spokane, Wash., VOR, including a north alternate; Mullan Pass, Mont., VOR, including a north alternate via the INT of the Spokane VOR 070° and the Mullan Pass VOR 291° radials, and also a south alternate via the INT of the Spokane VOR 125° and the Mullan Pass VOR 260° radials; Missoula, Mont., VOR; Drummond, Mont., VOR; Helena, Mont., omnirange station; intersection of the Helena omnirange 119° True and the Bozeman omnirange 338° True radials; Bozeman, Mont., omnirange station; intersection of the Bozeman omnirange 157° and the Livingston omnirange 261° radials; Livingston, Mont., omnirange station; Billings, Mont., omnirange station, including a north alternate from the Helena omnirange station to the Billings omnirange station via the intersection of the Helena omnirange 089° and the Billings omnirange 301° radials; Miles City, Mont., omnirange station, including a north alternate; Dickinson, N. Dak., omnirange station; Bismarck, N. Dak., omnirange station, including a north alternate; Jamestown, N. Dak., omnirange station, including a north alternate; Fargo, N. Dak., omnirange station, including a north alternate; Alexandria, Minn., omnirange station, including a north alternate; Minneapolis, Minn., omnirange station; Nodine, Minn., omnirange station, including a north alternate; Lone Rock, Wis., including a north alternate; intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station, including a north alternate from the Lone Rock omnirange station to the Milwaukee omnirange station via the intersection of the Lone Rock omnirange 088° True and the Milwaukee omnirange 288° True radials; Muskegon, Mich., VORTAC, including a south alternate via the INT of the Milwaukee VOR 102° and the Muskegon VOR 252° radials; Lansing, Mich., VOR, including a south alternate via the Grand Rapids, Mich., ILS OM; to the Salem, Mich., VOR, including a north alternate via the Lansing VOR 085° and the Salem VOR 307° radials. From the Buffalo, N.Y., omnirange station via the Rochester, N.Y., omnirange station; Syracuse, N.Y., VOR; Utica, N.Y., VOR; Albany, N.Y., VOR, including a south alternate via the INT of the Syracuse VOR 117° and the Albany VOR 269° radials; Gardner, Mass., VOR; INT of the Gardner VOR 098° radial and the Boston-Bedford, Airport ILS localizer front course; Boston-Bedford, Mass., Airport ILS localizer; INT of the Boston-Bedford Airport ILS localizer back course and the Boston VOR 014° radial; to the Boston, Mass., VOR.

§ 600.6003 VOR Federal airway No. 3 (Key West, Fla., to Presque Isle, Maine).

From the Key West, Fla., omnirange station via the intersection of the Key West omnirange 078° and the Miami, Fla., omnirange 205° radials; intersection of the Miami omnirange 205° radial and the Miami International Airport ILS localizer west course; Miami, Fla., International Airport ILS localizer; intersection of the Miami International Airport ILS localizer east course and the West Palm Beach omnirange 183° radial; West Palm Beach, Fla., omnirange station, including an east alternate from the intersection of the Miami International Airport ILS localizer east course and the West Palm Beach omnirange 183° radial to the West Palm Beach omnirange station via the intersection of the Miami International Airport ILS localizer east course with the Biscayne, Fla., omnirange 021° radial, and the intersection of the Biscayne omnirange 021° with the West Palm Beach omnirange 168° radial; Vero Beach, Fla., omnirange station, including an east alternate via the intersection of the West Palm Beach omnirange 358° and the Vero Beach omnirange 143° radials; Daytona Beach, Fla., omnirange station; intersection of the Daytona Beach omnirange 344° and the Jacksonville omnirange 159° radials; Jacksonville, Fla., omnirange station, including an east alternate via the intersection of the Daytona Beach omnirange 360° and the Jacksonville omnirange 144° radials; Brunswick, Ga., VOR, including a west alternate via the INT of the Jacksonville VOR 349° and the Brunswick VOR 238° radials; Savannah, Ga., VOR, including an east alternate from the Jacksonville VOR to the Savannah VOR via the INT of the Jacksonville VOR 027° and the Savannah VOR 180° radials; INT of the Savannah VOR 022° and the Florence VOR 218° radials; Florence, S.C., VOR; INT of the Florence VOR 008° and the Raleigh VOR 220° radials; Raleigh, N.C., omnirange station, including an east alternate via the intersection of the Florence omnirange 039° and the Raleigh omnirange 185° radials; intersection of the Raleigh omnirange 016° and the Flat Rock omnirange 214° radials; Flat Rock, Va., omnirange station; Brooke, Va., VOR; point of INT of the Herndon, Va., VOR 145° and the Washington TVOR 245° radials; to the Washington, D.C., TVOR. From the Riverdale, Md., RBN via the Westminster, Md., VOR; point of INT of the West Chester VOR 253° radial with the Lancaster, Pa., VOR direct radial to the Baltimore, Md., VOR; West Chester, Pa., VOR; Solberg, N.J., VOR; point of INT of the Wilkes-Barre-Scranton, Pa., VOR 117° and the Wilton VOR 240° radials; Wilton, Conn., VOR; Hartford, Conn., omnirange station; point of intersection of the Hartford omnirange 044° radial with the Gardner, Mass., omnirange direct radial to the Providence, R.I., omnirange station; Boston, Mass., omnirange station; Kennebunk, Maine, omnirange station; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station. The airspace which lies within the Miami warning area (W–171) and the Patrick AFB warning area (W–497A) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Quantico Restricted Area (R–37) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 600.6004 VOR Federal airway No. 4 (Seattle, Wash., to Washington, D.C.).

From Seattle, Wash., omnirange station via the Yakima, Wash., omnirange station, including a south alternate from the Seattle omnirange station to the Yakima omnirange station via the point of intersection of the Seattle omnirange 163° True and the Olympia, Wash., omnirange 084° True radials; thence via the point of intersection of the Olympia omnirange 084° True and the Seattle omnirange 124° True radials; Pendleton, Oreg., omnirange station; Baker, Oreg., omnirange station; Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° True and the Burley omnirange 292° True radials; Burley, Idaho, omnirange station; Malad City, Idaho, omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station, including a north alternate; Laramie, Wyo., omnirange station; Denver, Colo., omnirange station, including a north alternate via the intersection of the Laramie omnirange 131° True and the Denver omnirange 016° True radials; Thurman, Colo., omnirange station; Goodland, Kans., including a north alternate via the intersection of the Thurman omnirange 085° True and the Goodland omnirange 304° True radials; Hill City, Kans., omnirange station, including a north alternate; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station, including a south alternate via the interseciton of the Salina omnirange 095° True and the Topeka omnirange 236° True radials; Kansas City, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Topeka 099° and the Kansas City omnirange 231° radials; Marshall, Mo., VORTAC; Columbia, Mo., omnirange station, including a north alternate from the Kansas City omnirange station to the Columbia omnirange station via the intersection of the Kansas City omnirange 076° and the Columbia omnirange 292° radials; St. Louis, Mo., omnirange station, including a north alternate; Troy, Ill., VOR; Centralia, Ill., VOR; Evansville, Ind., VOR, including a south alternate; the intersection of the Evansville omnirange 80° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station, including a north alternate from the Evansville omnirange station to the Louisville omnirange station; Lexington, Ky., omnirange station, including a south alternate and also a north alternate via the intersection of the Louisville omnirange 083° True and the Lexington omnirange 294° True radials; Charleston, W. Va., omnirange station; Elkins, W. Va., VOR, including a south alternate via the INT of the Charleston VOR 083° and the Elkins VOR 228° radials; Front Royal, Va., omnirange station; to the Herndon, Va., omnirange station. The portions of this airway which overlap the Yakima restricted area (R–247) and the Lake City restricted area (R–307) are excluded.

§ 600.6005 VOR Federal airway No. 5 (Jacksonville, Fla., to London, Ont.).

From the Jacksonville, Fla., VOR via the INT of the Jacksonville VOR 319° and the Alma VOR 148° radials; Alma, Ga., VOR, including a west alternate; Macon, Ga., VOR, including an east alternate from the Jacksonville VOR to the Macon VOR via the INT of the Jacksonville VOR 334° and the Macon VOR 125° radials; McDonough, Ga., VORTAC; Chattanooga, Tenn., VOR, including a west alternate from the Alma VOR to the Chattanooga VOR via the INT of the Alma VOR 305° and the Vienna VOR 135° radials, the Vienna, Ga., VOR, the Atlanta, Ga., VOR and the INT of the Atlanta VOR 355° and the Chattanooga VOR 152° radials; Nashville, Tenn., VOR; Bowling Green, Ky., omnirange station, including an east alternate via the intersection of the Nashville omnirange 044° and the Bowling Green omnirange 174° radials; intersection of the Bowling Green omnirange 048° True and the Louisville omnirange 189° True radials; Louisville, Ky., omnirange station, including an east alternate from the Bowling Green omnirange station to the Louisville omnirange range station via the intersection of the Bowling Green omnirange 063° True and the Louisville omnirange 168° True radials; Cincinnati, Ohio, omnirange station; intersection of the Cincinnati omnirange 045° True and the Appleton omnirange 244° True radials; Appleton, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Cleveland, Ohio, omnirange station; to the London, Ontario, omnirange station.

§ 600.6006 VOR Federal airway No. 6 (Oakland, Calif., to New York, N.Y.).

From the INT of the Oakland omnirange 221° and the Salinas VOR 319° radials via the Oakland VOR; Sacramento, Calif., VOR, including a south alternate via the INT of the Oakland VOR 077° and the Sacramento VOR 192° radials; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station, including a north alternate between the Sacramento, Calif., omnirange station and the Reno, Nev., omnirange station via the intersection of the Sacramento omnirange 040° True and the Reno VOR 257° radials; Lovelock, Nev., omnirange station; Battle Mountain Nev., omnirange station, including a north alternate via the intersection of the Lovelock omnirange 053° and the Battle Mountain omnirange 264° radials; intersection of the Battle Mountain omnirange 062° and the Wells omnirange 256° radials; Wells, Nev., omnirange station; Lucin, Utah, omnirange station; Ogden, Utah, omnirange station; Fort Bridger, Wyo., omnirange station, including a north alternate via the intersection of the Ogden omnirange 052° True and the Fort Bridger omnirange 278° True radials; Rock Springs, Wyo., omnirange station, including a north alternate via the intersection of the Fort Bridger omnirange 064° True and the Rock Springs omnirange 284° True radials; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station, including a north alternate; intersection of the Rock River omnirange 108° True and the Sidney omnirange 292° True radials; Sidney, Nebr., omnirange station; North Platte, Nebr., omnirange station, including a north alternate; Grand Island, Nebr., VOR, including a north alternate via the point of INT of the North Platte VOR 072° and the Wolbach, Nebr., VOR 266° radials; Omaha, Nebr., VOR; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° and the Iowa City omnirange 252° radials; Cordova, Ill., VOR; Naperville, Ill., VOR; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 002° True and the Waterville omnirange 283° True radials; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; Clarion, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 077° True and the Williamsport, Pa., omnirange 146° True radials; Allentown, Pa., VOR; Solberg, N.J., VOR; to the point of INT of the Solberg VOR 106° radial with the Idlewild, N.Y., VOR direct radial to the Coyle, N.J., VOR.

§ 600.6007 VOR Federal airway No. 7 (Miami, Fla., to Green Bay, Wis.).

From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station; Lakeland, Fla., omnirange station; Cross City, Fla., omnirange station; intersection of the Cross City omnirange 316° and the Tallahassee omnirange 132° radials; Tallahassee, Fla., omnirange station; intersection of the Tallahassee omnirange 267° and the Marianna omnirange 141° radials; Marianna, Fla., omnirange station, including a west alternate from the Cross City omnirange station to the Marianna omnirange station via the intersection of the Cross City omnirange 287° and the Marianna omnirange 141° radials; Dothan, Ala., terminal omnirange station; intersection of the Dothan omnirange 336° and the Montgomery omnirange 130° radials; Montgomery, Ala., VOR; INT of the Montgomery VOR 308° and the Birmingham VOR 180° radials; Birmingham, Ala., VOR; Muscle Shoals, Ala., VOR; Graham, Tenn., omnirange station, including an east alternate from the Birmingham omnirange station to the Graham omnirange station via the point of intersection of the Huntsville, Ala., omnirange 264° True and the Graham omnirange 158° True radials; intersection of the Graham omnirange 069° True and the Nashville omnirange 254° True radials; Nashville, Tenn., VOR; Central City, Ky., VOR; Evansville, Ind., VOR; Lewis, Ind., VOR; Terre Haute, Ind., VOR, including a west alternate from the Evansville VOR to the Terre Haute VOR via the INT of the Evansville VOR 001° and the Terre Haute VOR 211° radials; Westpoint, Ind., VOR, including a west alternate via the INT of the Terre Haute VOR 348° radial with the Westpoint VOR direct radial to the Vandalia, Ill., VOR; Lafayette, Ind., VOR; Chicago Heights, Ill., VOR; INT of the Chicago Heights VOR 358° and the Milwaukee VOR 137° radials; Milwaukee, Wis., VOR, including an east alternate via the INT of the Chicago Heights VOR 013° and the Milwaukee VOR 137° radials; to the Green Bay, Wis., VOR.

§ 600.6008 VOR Federal airway No. 8 (Long Beach, Calif., to Washington, D.C.).

From the point of intersection of the Long Beach omnirange 266° and the Los Angeles, Calif., VOR 236° radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; the intersection of the Hector omnirange 049° and the Las Vegas omnirange 210° radials; Las Vegas, Nev., omnirange station, including a north alternate from the Long Beach omnirange to the Las Vegas omnirange via the point of intersection of the Long Beach omnirange 024° and the Los Angeles omnirange 057° radials, the point of intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials, and the Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including a south alternate via the intersection of the Las Vegas omnirange 081° and the Mormon Mesa omnirange 201° radials; Bryce Canyon, Utah VOR, including a north alternate via the INT of the Mormon Mesa VOR 032° and the Bryce Canyon VOR 255° radials; Hanksville, Utah omnirange station, including a south alternate; Grand Junction, Colo., omnirange station, including a south alternate; Kremmling, Colo., omnirange station, including a south alternate; Denver, Colo., VOR, including a north alternate; Akron, Colo., VOR, including a south alternate via the INT of the Denver VOR 101° and the Akron VOR 238° radials; Hayes Center, Nebr., VOR, including a north alternate via the INT of the Akron VOR direct radial to the North Platte, Nebr., VOR with the Hayes Center VOR 276° radial and also a south alternate via the INT of the Akron VOR 094° radial with the Hayes Center VOR direct radial to the Thurman, Colo., VOR; Grand Island, Nebr., VOR, including a north alternate via the INT of the Hayes Center VOR 059° radial with the Grand Island VOR direct radial to the North Platte VOR and also a south alternate: Omaha, Nebr., VOR; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Cordova, Ill., VOR; Naperville, Ill., VOR; intersection of the Naperville omnirange 090° True and the Chicago Heights omnirange 342° True radials; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Navarre, Ohio, omnirange station; point of intersection of the Navarre omnirange direct radial to the Wheeling, W. Va., omnirange station with the Imperial, Pa., omnirange direct radial to the Tiverton, Ohio, omnirange station; Pittsburgh, Pa., omnirange station; Martinsburg, W. Va., omnirange station; to the Washington, D.C., terminal omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitude of, the Bullion Mountains Restricted Area (R-344) is excluded during its time of designation.

§ 600.6009 VOR Federal airway No. 9 (New Orleans, La., to Green Bay, Wis.).

From the New Orleans, La., VOR via the McComb, Miss., VOR, including a west alternate via the INT of the New Orleans VOR 326° and the McComb VOR 199° radials and also an east alternate from the New Orleans VOR to the McComb VOR via the Picayune, Miss., VOR; Jackson, Miss., VOR, including an east alternate via the INT of the McComb VOR 021° and the Jackson VOR 140° radials and also a west alternate via the INT of the McComb VOR 348° and the Jackson VOR 224° radials; Greenwood, Miss., VOR, including an east alternate via the INT of the Jackson VOR 032° and the Greenwood VOR 159° radials and also a west alternate via the INT of the Jackson VOR 328° and the Greenwood VOR 193° radials; Memphis, Tenn., VOR, including an east alternate via the INT of the Greenwood VOR 027° and the Memphis VOR 168° radials and also a west alternate; INT Memphis VOR 322° and the Malden VOR 195° radials; Malden, Mo., VOR, including an east alternate from the Memphis VOR to the Malden VOR via the INT of the Memphis VOR 345° and the Malden VOR 185° radials; Farmington, Mo., VOR, including a west alternate; St. Louis, Mo., VOR, including a west alternate; Springfield, Ill., VOR, including a west alternate; Pontiac, Ill., VOR; Joliet, Ill., VOR; Naperville, Ill., VOR; INT of the Naperville VOR 317° and the Milwaukee VOR 198° radials; Milwaukee, Wis., VOR; Oshkosh, Wis., VOR; to the Green Bay, Wis., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Villere Restricted Area (R-440) is excluded during its time of designation.

§ 600.6010 VOR Federal airway No. 10 (Pueblo, Colo., to Youngstown, Ohio.).

From the Pueblo, Colo., VOR via the Lamar, Colo., VOR; Garden City, Kans., VORTAC, including a north alternate via the INT of the Lamar VOR 076° and the Garden City VOR 296° radials; Dodge City, Kans., VOR; Hutchinson, Kans., VOR, including a south alternate via the INT of the Dodge City VOR 099° radial with the Hutchinson VOR direct radial to the Liberal, Kans., VOR and also a north alternate via the INT of the Dodge City VOR 060° and the Hutchinson VOR 296° radials; Emporia, Kans., omnirange station; Kansas City, Mo., omnirange station; Kirksville, Mo., omnirange station; Burlington, Iowa, omnirange station, including a south alternate; Bradford, Ill., omnirange station, including a north alternate; intersection of the Bradford omnirange 048° True and the Naperville omnirange 254° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station, including a north alternate from the Naperville omnirange station to the South Bend omnirange station via the intersection of the Naperville omnirange 075° True and the South Bend omnirange 290° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; point of intersection of the Jefferson, Ohio, omnirange 279° True and the Youngstown omnirange 320° True radials; to the Youngstown, Ohio, omnirange station.

§ 600.6011 VOR Federal airway No. 11 (Memphis, Tenn., to Detroit, Mich.).

From the Memphis, Tenn., VOR via the point of INT of the Memphis VOR 345° and the Malden, Mo., VOR 185° radials; point of INT of the Malden, Mo., VOR 185° and the Dyersburg VOR 235° radials; Dyersburg, Tenn., VOR; Paducah, Ky., VOR, including an east alternate from the Memphis VOR to the Paducah VOR via the point of INT of the Memphis VOR 066° and the Holly Springs, Miss., VOR 028° radials; point of INT of the Holly Springs, Miss., VOR 028° and the Paducah VOR 179° radials; INT of the Paducah VOR 039° and the Evansville VOR 227° radials; Evansville, Ind., VOR; Scotland, Ind., VOR, including an east alternate via the INT of the Evansville VOR 049° and the Scotland VOR 188° radials; Indianapolis, Ind., VOR, including an east alternate via the INT of the Scotland VOR 047° and the Indianapolis VOR 185° radials, and also a west alternate via the INT of the Scotland VOR 011° and the Indianapolis VOR 230° radials; Fort Wayne, Ind., VORTAC, including an east alternate via the point of INT of the Indianapolis VOR 069° and the Shelbyville, Ind., VOR 006° radials, and the point of INT of the Shelbyville VOR 006° radial with the Indianapolis VOR direct radial to the Fort Wayne VORTAC and also a west alternate via the INT of the Indianapolis VOR 022° and the Fort Wayne VORTAC 232° radials; INT of the Fort Wayne VORTAC 031° and the Salem VOR 227° radials; to the Salem, Mich., VOR.

§ 600.6012 VOR Federal airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).

From the Santa Barbara, Calif., omnirange station via the intersection of the Santa Barbara omnirange 091° True and the Fillmore omnirange 284° True radials; Fillmore, Calif., omnirange station; Palmdale, Calif., omnirange station; Hector, Calif., omnirange station; Needles, Calif., omnirange station, including a north alternate from the Hector omnirange station to the Needles omnirange station via the Goffs, Calif., omnirange station; intersection of the Needles omnirange 077° True and the Drake omnirange 274° True radials; Drake, Ariz., omnirange station; Winslow, Ariz., omnirange station, including a south alternate from the Needles omnirange station to the Winslow omnirange station via the Prescott, Ariz., omnirange station and the intersection of the Prescott omnirange 095° True and the Winslow omnirange 248° True radials; Zuni, N. Mex., VOR including a north alternate via the INT of the Winslow VOR 076° and the Zuni VOR 287° radials and also a south alternate via the INT of the Winslow VOR 109° and the Zuni VOR 252° radials; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station, including a south alternate from the Zuni omnirange station to the Albuquerque omnirange station via the point of intersection of the Zuni omnirange direct radial to the La Joya, N. Mex., omnirange with the Albuquerque omnirange 254° radial; Otto, N. Mex., omnirange station; Anton Chico, N. Mex., omnirange station, including a south alternate from the Albuquerque omnirange station to the Anton Chico omnirange station via the intersection of the Albuquerque omnirange 103° True and the Anton Chico omnirange 249° True radials; Tucumcari, N. Mex., omnirange station, including a north alternate via the intersection of the Anton Chico omnirange 067° and the Tucumcari omnirange 291° radials; Amarillo, Tex., omnirange station, including a north alternate and also a south alternate via the point of intersection of the Texico, N. Mex., omnirange 021° True and the Amarillo omnirange 252° True radials; Gage, Oklahoma, omnirange station including a north alternate; Anthony, Kans., omnirange station; Wichita, Kans., omnirange station, including a north alternate from the Gage omnirange station to the Wichita omnirange station via the point of intersection of the Gage VOR direct radial to the Hutchinson, Kans., VOR with the Anthony, Kans., VOR direct radial to the Dodge City, Kans., VOR and also a south alternate from the Anthony omnirange station to the Wichita omnirange station via the intersection of the Anthony omnirange 060° True and the Wichita omnirange 190° True radials; Emporia, Kans., omnirange station, including a north alternate via the point of intersection of the Wichita omnirange direct radial to the point of intersection of the Hutchinson, Kans., omnirange 062° and the Topeka, Kans., omnirange 236° radials with the Emporia omnirange direct radial to the Hutchinson, Kans., omnirange station; point of intersection of the Topeka, Kans., omnirange 099° radial with the Emporia direct radial to the Kansas City, Mo., omnirange station; point of intersection of the Topeka, Kans., omnirange 099° and the Blue Springs omnirange 268° radials; Blue Springs, Mo., omnirange station; Blackwater, Mo., omnirange station; Readsville, Mo., VOR; Maryland Heights, Mo., VOR, including a south alternate; Troy, Ill., VOR; Bible Grove, Ill., omnirange station; Lewis, Ind., VOR; Shelbyville, Ind., VOR, including a south alternate via the INT of the Lewis VOR 087° and the Shelbyville VOR 235° radials; Richmond, Ind., VOR; Dayton, Ohio, omnirange station; Appleton, Ohio, VOR, including a north alternate from the Dayton VOR to the Appleton VOR via the point of INT of the Dayton VOR 068° and the Sidney, Ohio, VOR 083° radials and also a south alternate via the INT of the Dayton VOR 099° and the Appleton VOR 244° radials; Newcomerstown, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., VOR; Johnstown, Pa., VOR, including a north alternate via the INT of the Pittsburgh VOR 067° and the Johnstown VOR 292° radials and also a south alternate via the INT of the Pittsburgh VOR 117° and the Johnstown VOR 250° radials; Harrisburg, Pa., VOR, including a south alternate; West Chester, Pa., omnirange station; to the point of intersection of the West Chester omnirange direct radial to the Coyle, N.J., omnirange station and the Woodstown, N.J., VOR 043° radial. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Lake City restricted area R-307 is excluded during its time of designation. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R-344) is excluded during its time of designation.

§ 600.6013 VOR Federal airway No. 13 (Houston, Tex., to Duluth, Minn.).

From the Houston, Tex., VOR via the Lufkin, Tex., VOR, including an east alternate via the INT of the Houston VOR 044° and the Lufkin VOR 177° radials and also a west alternate via the INT of the Houston VOR 353° and the Lufkin VOR 223° radials; Shreveport, La., VOR, including an east alternate and a west alternate; to the Texarkana, Ark., VOR, including a west alternate via the INT of the Shreveport VOR 275° and the Texarkana VOR 184° radials. From the Fort Smith, Ark., VOR via the Fayetteville, Ark., VOR; Neosho, Mo., VOR; Butler, Mo., VOR, including a west alternate; Kansas City, Mo., VOR including an east alternate via the INT of the Butler VOR 013° and the Kansas City VOR 157° radials; Lamoni, Iowa, VOR, including an east alternate via the INT of the Kansas City VOR 035° and the Lamoni VOR 174° radials; Des Moines, Iowa, VOR, including an east and a west alternate; Mason City, Iowa, VOR, including an east alternate and also a west alternate from the Des Moines VOR to the Mason City VOR via the Fort Dodge, Iowa, VOR; Farmington, Minn., VOR; Grantsburg, Wis., VOR, including a west alternate from the Mason City VOR to the Grantsburg VOR via the INT of the Mason City VOR 349° and the Minneapolis VOR 190° radials, the Minneapolis, Minn., VOR; Grantsburg, Minn., VOR; to the Duluth, Minn., VOR.

§ 600.6014 VOR Federal airway No. 14 (Roswell, N. Mex., to Boston, Mass.).

From the Roswell, N. Mex., VOR via the INT of the Roswell VOR 063° and the Lubbock VOR 277° radials; Lubbock, Tex., VOR, including a south alternate from the Roswell VOR direct to the Lubbock VOR; Childress, Tex., VOR, including a south alternate via the INT of the Lubbock VOR 086° and the Childress VOR 229° radials; Hobart, Okla., VOR; Oklahoma City, Okla., omnirange station, including a south alternate via the intersection of the Hobart, Okla., omnirange 076° and the Oklahoma City, Okla., omnirange 202° radials; Tulsa, Okla., VOR, including a north alternate via the INT of the Oklahoma City VOR 040° and the Tulsa VOR 262° radials, and also a south alternate via the INT of the Oklahoma City VOR 107° and the Tulsa VOR 228° radials; Neosho, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Tulsa omnirange 088° True and the Neosho omnirange 223° True radials; Springfield, Mo., omnirange station, including a north alternate via the intersection of the Neosho omnirange 044° True and the Springfield omnirange 261° True radials and also a south alternate via the point of intersection of the Neosho omnirange 074° True radial with the Springfield omnirange direct radial to the Fayetteville, Ark., omnirange station; Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Vichy omnirange 069° True and the St. Louis omnirange 219° True radials; Vandalia, Ill., omnirange station; Terre Haute, Ind., VOR; Indianapolis, Ind., VOR, including a north alternate via the INT of the Terre Haute VOR 052° and the Indianapolis VOR 273° radials and also a south alternate via the Terre Haute VOR 082° and the Indianapolis

VOR 230° radials; INT of the Indianapolis VOR 054° and the Findlay VOR 250° radials; Findlay, Ohio, VOR; Attica, Ohio, VOR; Cleveland, Ohio, VOR; Jefferson, Ohio, omnirange station; Erie, Pa., omnirange station, including a north alternate from the Cleveland omnirange station to the Erie, Pa., omnirange station via the point of intersection of the Cleveland omnirange 049° radial and the Carleton, Mich., omnirange direct radial to the Jefferson, Ohio, omnirange station; Dunkirk, N.Y., omnirange station; Buffalo, N.Y., omnirange station, including a north alternate from the Erie, Pa., omnirange station to the Buffalo, N.Y., omnirange station via the intersection of the Erie omnirange 043° and the Buffalo omnirange 242° radials; Rochester, N.Y., omnirange station; Syracuse, N.Y., VOR; Utica, N.Y., VOR; Albany, N.Y., VOR; Gardner, Mass., VOR; to the point of INT of the Gardner VOR 132° and the Boston, Mass., VOR 223° radials.

§ 600.6015 VOR Federal airway No. 15 (Galveston, Tex., to Minot, N. Dak.).

From the Galveston, Tex., VOR via the Houston, Tex., VOR; INT of the Houston VOR 323° and the College Station VOR 124° radials; College Station, Tex., VOR, including a west alternate from the Houston VOR to the College Station VOR via the INT of the Houston VOR 290° and the College Station VOR 152° radials; Waco, Tex., VOR, including a west alternate via the INT of the College Station VOR 307° and the Waco VOR 173° radials; Dallas, Tex., VOR, including an east alternate; Ardmore, Okla., VOR, including a west alternate via the INT of the Dallas VOR 324° and the Ardmore VOR 176° radials; Okmulgee, Okla., VOR, including an east alternate and also a west alternate via the point of INT of the Oklahoma City, Okla., VOR 107° and the Tulsa, Okla., VOR 228° radials; point of INT of the Tulsa VOR 088° and the Neosho VOR 223° radials; to the Neosho, Mo., VOR. From the Kansas City, Mo., VOR via the St. Joseph, Mo., VOR, including an east alternate via the INT of the Kansas City VOR 020° and the St. Joseph VOR 132° radials; INT of the St. Joseph VOR 343° and the Neola VOR 157° radials; Neola, Iowa, VOR, including an east alternate via the INT of the St. Joseph VOR 358° and the Neola VOR 142° radials; INT of the Neola VOR 322° and the Sioux City VOR 160° radials; Sioux City, Iowa, VOR; INT of the Sioux City VOR 340° and the Sioux Falls VOR 169° radials; Sioux Falls, S. Dak., VOR, including an east alternate; Huron, S. Dak., VOR, including a west alternate; Aberdeen, S. Dak., VOR, including a west alternate; Bismarck, N. Dak., VOR, including a west alternate; to the Minot, N. Dak., VOR.

§ 600.6016 VOR Federal airway No. 16 (Los Angeles, Calif., to Boston, Mass.).

That airspace over the United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; INT of the Ontario VOR 091° and the Blythe VOR 288° radials; Blythe, Calif., omnirange station; Hassayampa, Ariz., omnirange station, including a north alternate via the intersection of the Blythe omnirange 079° True and the Hassayampa omnirange 291° True radials; Phoenix, Ariz., omnirange station; to point of intersection of the Phoenix omnirange 161° True radial with the Casa Grande, Ariz., omnirange direct radial to the San Simon, Ariz., omnirange station; Tucson, Ariz., VOR; Cochise, Ariz., VOR, including a south alternate via the INT of the Tucson VOR 121° and the Cochise VOR 257° radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station including a north alternate; Salt Flat, Tex., omnirange station; Wink, Tex., VOR, including a north alternate; INT of the Wink VOR 066° and the Big Spring VOR 260° radials; Big Spring, Tex., VOR, including a south alternate from the Wink VOR to the Big Spring VOR via the Midland, Tex., VOR; Abilene, Tex., VOR, including a south alternate; Mineral Wells, Tex., VOR, including a north alternate and also a south alternate via the INT of the Abilene VOR 096° and the Mineral Wells VOR 247° radials; INT of the Mineral Wells VOR 078° and the Dallas VOR 252° radials; Dallas, Tex., VOR, including a south alternate via the INT of the Mineral Wells VOR 094° and the Dallas VOR 233° radials; Sulphur Springs, Tex., VOR, including a north alternate from the Mineral Wells VOR to the Sulphur Springs VOR via the INT of the Mineral Wells VOR 062° and the Sulphur Springs VOR 275° radials; Texarkana, Ark., VOR, including a north alternate, and also a south alternate via the point of INT of the Sulphur Springs VOR 090° with the Quitman, Tex., VOR direct radial to the Texarkana VOR; Pine Bluff, Ark., VOR, including a south alternate via the INT of the Texarkana VOR 090° and the Pine Bluff VOR 233° radials; INT of the Pine Bluff VOR 067° and the Memphis VOR 241° radials; Memphis, Tenn., VOR, including a north alternate via the INT of the Pine Bluff VOR 052° and the Memphis VOR 276° radials and also a south alternate via the INT of the Pine Bluff VOR 082° and the Memphis VOR 225° radials; Jacks Creek, Tenn., omnirange station; Graham, Tenn., omnirange station, including a south alternate from the Memphis omnirange station to the Graham omnirange station via the intersection of the Memphis omnirange 081° and the Graham omnirange 238° radials; intersection of the Graham omnirange 069° and the Nashville omnirange 254° radials; Nashville, Tenn., omnirange station, including a north alternate via the intersection of the Jacks Creek, Tenn., omnirange 044° and the Nashville omnirange 284° radials; intersection of the Nashville omnirange 133° and the Crossville omnirange 275° radials; Crossville, Tenn., omnirange station, including a south alternate from the Graham omnirange station to the Crossville omnirange station via the intersection of the Graham 099° and the Crossville omnirange 257° radials, and also a north alternate from the Nashville omnirange station to the Crossville omnirange station via the intersection of the Nashville omnirange 059° and the Crossville omnirange 291° radials; intersection of the Crossville omnirange 107° and the Knoxville omnirange 248° radials; Knoxville, Tenn., VOR; Tri-City, Tenn., VOR, including a south alternate via the INT of the Knoxville VOR 090° and the Tri-City VOR 235° radials; Pulaski, Va., VOR, including a north alternate via the INT of the Knoxville VOR 054° and the Pulaski VOR 260° radials; Hollins, Va., VOR; point of INT of the Montebello, Va., VOR 180° with the Gordonsville VOR 247° radials; Gordonsville, Va., VOR, including a north alternate from the Hollins VOR to the Gordonsville VOR via the point of INT of the Hollins VOR 035° radial with the Montebello VOR direct radial to the Bluefield, W. Va., VOR and the Montebello, Va., VOR; Shady Side, Md., VOR; Kenton, Del., VOR; Coyle, N.J., VOR; point of INT of the Colts Neck, N.J., VOR 103° and the Riverhead VOR 218° radials; Riverhead, N.Y., VOR; Norwich, Conn., VOR; to the Boston, Mass., VOR.

§ 600.6017 VOR Federal airway No. 17 (Laredo, Tex., to Goodland, Kans.).

From the Laredo, Tex., VOR via the Cotulla, Tex., VOR; INT of the Cotulla VOR 041° and the San Antonio VOR 183° radials; San Antonio, Tex., VOR; Austin, Tex., VOR, including a west alternate via the INT of the San Antonio VOR 002° and the Austin VOR 237° radials; Waco, Tex., VOR, including an east alternate via the INT of the Austin VOR 031° and the Waco VOR 173° radials; point of INT of the Fort Worth, Tex. (Meacham Field) ILS localizer south course with the Britton, Tex., VOR 264° radials; Bridgeport, Tex., VOR, including a west alternate from the Waco, Tex., VOR to the Bridgeport, Tex., VOR via the point of INT of the Waco VOR 315° with the Mineral Wells VOR 198° radials, the Mineral Wells, Tex., VOR, and the point of INT of the Mineral Wells VOR 355° with the Bridgeport VOR 224° radials; Oklahoma City, Okla., VOR; Gage, Okla., VOR, including a west alternate via the INT of the Oklahoma City VOR 282° and the Gage VOR 133° radials; Garden City, Kans., VOR, including a west alternate from the Gage VOR to the Garden City VOR via the Liberal, Kans., VOR; to the Goodland, Kans., VOR, including a west alternate.

§ 600.6018 VOR Federal airway No. 18 (Dallas, Tex., to Charleston, S.C.).

From the Dallas, Tex., VOR via the Quitman, Tex., VOR; Shreveport, La., VOR; Monroe, La., VOR, including a north alternate and also a south alternate via the INT of the Shreveport VOR 117° and the Monroe VOR 267° radials; Jackson, Miss., VOR, including a north alternate via the INT of the Monroe VOR 072° and the Jackson VOR 291° radials and also a south alternate via the INT of the Monroe VOR 110° and the Jackson VOR 248° radials; Meridian, Miss., VOR, including a north alternate via the INT of the Jackson 070° and the Meridian VOR 299° radials and also a south alternate via the INT of the Jackson VOR 140° and the Meridian VOR 259° radials; INT of the Meridian VOR 057° and the Birmingham ILS localizer southwest course; INT of the Birmingham ILS localizer southwest course and the Anniston VOR 265° radial; Anniston, Ala., VOR, including a north alternate from the Meridian VOR to the Anniston VOR via the point of INT of the Meridian VOR 040° and the Tuscaloosa VOR 239° radials, the Tuscaloosa, Ala., VOR and the Birmingham, Ala., VOR; INT of the Anniston VOR 084° radial and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; INT of the Atlanta Airport ILS localizer east course and the Augusta VOR 278° radial; Augusta, Ga., VOR, including a south alternate from the Anniston VOR to the Augusta VOR via the INT of the Anniston VOR 104° and the Atlanta VOR 262° radials, the Atlanta, Ga., VOR, the McDonough, Ga., VORTAC, and the INT of the McDonough VORTAC 088° and the Augusta VOR 263° radials; INT of the Augusta VOR 157° and the Allendale VOR 261° radials; Allendale, S.C., VOR; to the Charleston, S.C., VOR, including a south alternate via the INT of the Allendale VOR 119° and the Charleston VOR 262° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Fort McClellan Restricted Area (R–130) is excluded during its time of designation.

§ 600.6019 VOR Federal airway No. 19 (El Paso, Tex., to Great Falls, Mont.).

From the El Paso, Tex., VOR via the INT of the El Paso VOR 271° and the Truth or Consequences VOR 162° radials; Truth or Consequences, N. Mex., VOR; INT of the Truth or Consequences VOR 028° and the Socorro VOR 189° radials; Socorro, N. Mex., VOR; INT of the Socorro VOR 015° and the Albuquerque VOR 160° radials; Albuquerque, N. Mex., VOR; INT of the Albuquerque VOR 026° and the Santa Fe VOR 253° radials; Santa Fe, N. Mex., VOR; Las Vegas, N. Mex., omnirange station; Raton, N. Mex., omnirange station, including an east alternate; Pueblo, Colo., omnirange station; Kiowa, Colo., VOR including an east alternate; INT of the Kiowa VOR 005° and the Denver VOR 101° radials; Denver, Colo., VOR; Cheyenne, Wyo., VOR; Douglas, Wyo., omnirange station, including an east alternate; Caspar, Wyo., omnirange station, including an east alternate; Crazy Woman, Wyo., omnirange station, including an east alternate via the intersection of the Caspar, Wyo., 007° True and the Crazy Woman omnirange 146° True radials; Sheridan, Wyo., omnirange station, including an east alternate; Billings, Mont., omnirange station, including an east alterate; intersection of the Billings omnirange 347° True and the Lewistown omnirange 104° True radials; Lewistown, Mont., omnirange station, including a west alternate from the Billings omnirange direct to the Lewistown omnirange station; to the Great Falls, Mont., omnirange station, including a west alternate via the intersection of the Lewistown omnirange 274° and the Great Falls omnirange 122° radials. The portion of this Federal airway above 20,000 feet above mean sea level which overlaps the White Sands restricted area, Area 2 (R–521), (published in Section 608.39 of this Chapter), shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 600.6020 VOR Federal airway No. 20 (Laredo, Tex., to Richmond, Va.).

From the Laredo, Tex., omnirange station via the Alice, Tex., omnirange station; Corpus Christi, Tex., omnirange station, Palacios, Tex., omnirange station; Houston, Tex., omnirange station, including a north alternate via the intersection of the Palacios omnirange 016° and the Houston omnirange 255° radials; Beaumont, Tex., omnirange station, including a north alternate via the intersection of the Houston omnirange 044° and the Beaumont omnirange 273° radials; Lake Charles, La., VOR, including a north alternate via the INT of the Beaumont VOR 058° and the Lake Charles VOR 273° radials and also a south alternate from the Houston VOR to the Lake Charles VOR via the INT of the Houston VOR 090° and the Lake Charles VOR 241° radials; Lafayette, La., omnirange station, including a north alternate via the intersection of the Lake Charles omnirange 058° and the Lafayette 287° radials and also a south alternate via the intersection of the Lake Charles omnirange 119° and the Lafayette omnirange 255° radials; New Orleans, La., omnirange station, including a south alternate via the intersection of the Lafayette omnirange 109° and the New Orleans omnirange 226° radials; intersection of the New Orleans omnirange 070° and the Gulfport omnirange 247° radials; Gulfport, Miss., VOR; Mobile, Ala., VOR, including a north alternate from the New Orleans VOR to the Mobile VOR via the Picayune, Miss., VOR; INT of the Mobile VOR 044° and the Evergreen VOR 231° radials; Evergreen, Ala., VOR including a north alternate via the INT of the Mobile VOR 005° with the Evergreen direct radial to the Picayune VOR and also a south alternate from the Mobile VOR to the Evergreen VOR via the INT of the Mobile VOR 059° and the Evergreen VOR 216° radials; Montgomery, Ala., VOR; La Grange, Ga., omnirange station; Atlanta, Ga., omnirange station; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S.C., omnirange station, including a north alternate from the Atlanta omnirange station to the Spartanburg, S.C., omnirange station via the Norcross, Ga., omnirange station, and the intersection of the Norcross omnirange 054° True and the Spartanburg omnirange 249° True radials; Greensboro, N.C., omnirange station; South Boston, Va., omnirange station; to the Flat Rock, Va., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Villere Restricted Area (R–440) is excluded during its time of designation.

§ 600.6021 VOR Federal airway No. 21 (Long Beach, Calif., to United States-Canadian Border).

From the point of intersection of the Long Beach VOR 250° and the Los Angeles, Calif., omnirange 207° radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; intersection of the Hector omnirange 049° and the Las Vegas omnirange 210° radials; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including an east alternate via the intersection of the Las Vegas omnirange 081° radial with the Needles, Calif., omnirange direct radial to the Mormon Mesa omnirange station; Milford, Utah, VOR, including a west alternate and also an east alternate via the INT of the Mormon Mesa VOR 059° and the Milford VOR 191° radials; Delta, Utah, VOR, including a west alternate; Provo, Utah, omnirange station, including a west alternate via the intersection of the Delta omnirange 004° True and the Provo omnirange 219° True radials; Salt Lake City, Utah, omnirange station; Ogden, Utah, omnirange station; Malad City, Idaho, omnirange station; Pocatello, Idaho, omnirange station; intersection of the Pocatello omnirange 033° True and the Dubois 170° True radials; Dubois, Idaho, omnirange station; Dillon, Mont., omnirange station; Whitehall, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 352° and the Great Falls omnirange 222° radials; Great Falls, Mont., omnirange station; Cut Bank, Mont., omnirange station, including an east alternate and also a west alternate from the Helena omnirange to the Cut Bank omnirange direct; to the United States-Canadian Border via the Cut Bank omnirange 347° radial. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R–344) is excluded during its time of designation.

§ 600.6022 VOR Federal airway No. 22 (New Orleans, La., to Jacksonville, Fla.).

From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 085° and the Brookley AFB omnirange 238° radials; Brookley AFB, Ala., terminal omnirange station; Pensacola (Saufley Field), Fla., omnirange station; Crestview, Fla., omnirange station; Marianna, Fla., omnirange station; intersection of the Marianna omnirange 141° and the Tallahassee omnirange 267° radials; Tallahassee, Fla., omnirange station; to the Jacksonville, Fla., VOR, including a north alternate from the Marianna VOR to the Jacksonville VOR via the point of INT of the Marianna VOR 092° and the Albany, Ga., VOR 152° radials, the point of INT of the Valdosta, Ga., VOR 233° and the Cross City, Fla., VOR 333° radials, the point of INT of the Gainesville, Fla., VOR 354° and the Jacksonville VOR 272° radials and the point of INT of the Brunswick, Ga., VOR 238° with the Jacksonville VOR 289° radials. The portions of this airway, below 2,000 feet above mean sea level, which lie within the Pensacola caution area (C–488) are excluded. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Valparaiso restricted area

(R-383) is excluded during its time of designation.

§ 600.6023 VOR Federal airway No. 23 (San Diego, Calif., to Bellingham, Wash.).

From the San Diego-Lindbergh Field, Calif., TVOR via the Oceanside, Calif., VOR; Long Beach, Calif., VOR; intersection of the Long Beach omnirange 287° True and the Los Angeles omnirange 123° True radials; Los Angeles, Calif., omnirange station; intersection of the Los Angeles, Calif., 355° and the Lake Hughes omnirange 158° radials; Lake Hughes, Calif., omnirange station; intersection of the Lake Hughes omnirange 339° and the Bakersfield omnirange 149° radials; Bakersfield, Calif., omnirange station; Fresno, Calif., omnirange station, including an east alternate; intersection of the Fresno omnirange 323° and the Modesto omnirange 117° radials; Modesto, Calif., omnirange station; intersection of the Modesto omnirange 341° True and the Sacramento omnirange 138° True radials; Sacramento, Calif., omnirange station, including a west alternate from the Modesto omnirange station to the Sacramento omnirange station via the intersection of the Modesto omnirange 312° True and the Sacramento omnirange 154° True radials; intersection of the Sacramento omnirange 346° True and the Red Bluff omnirange 158° True radials; Red Bluff, Calif., omnirange station; Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station, including an east alternate via the intersection of the Fort Jones omnirange 042° True and the Medford omnirange 157° True radials; Eugene, Oreg., VOR, including an east alternate and also a west alternate via the INT of the Medford VOR 335° and the Eugene VOR 187° radials; Portland, Oreg., VOR, including an east alternate and also a west alternate from the Eugene VOR to the Portland VOR via the INT of the Eugene VOR 346° and the Newberg VOR 204° radials, and the Newberg, Oreg., VOR; INT of the Portland VOR 353° and the Seattle VOR 197° radials; Seattle, Wash., VOR, including a west alternate from the Portland VOR to the Seattle VOR via the INT of the Portland VOR 353° and the Olympia VOR 165° radials, the Olympia, Wash., VOR and the point of INT of the Olympia VOR 337° and the Seattle VOR 247° radials; INT of the Seattle VOR 359° and the Bellingham VOR 169° radials; Bellingham, Wash., VOR to the United States-Canadian Border via the Bellingham VOR 304° radial. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Areas (R-503) and (R-504), the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) and the Portland International Airport Restricted Area/Military Climb Corridor (R-535) are excluded during these restricted areas' designated times of use.

§ 600.6024 VOR Federal airway No. 24 (Aberdeen, S. Dak., to Lone Rock, Wis.).

From the Aberdeen, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a north alternate; Redwood Falls, Minn., omnirange station, including a north alternate via the intersection of the Watertown omnirange 085° and the Redwood Falls omnirange 305° radials; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; to the Lone Rock, Wis., omnirange station.

§ 600.6025 VOR Federal airway No. 25 (San Diego, Calif., to Ellensburg, Wash.).

From the San Diego-Lindbergh Field, Calif., TVOR via the Los Angeles, Calif., VOR, including an east alternate from the San Diego-Lindbergh Field TVOR to the Los Angeles VOR via the point of INT of the Long Beach COR 186° radial with the Los Angeles VOR direct radial to the San Diego-Lindbergh Field TVOR the Long Beach, Calif., VOR and the point of INT of the Long Beach VOR 287° with the Los Angeles VOR direct radial to the San Diego-Lindbergh, Calif., TVOR; INT of the Los Angeles VOR 257° and the Oxnard VOR 155° radials; Oxnard, Calif., VOR; Santa Barbara, Calif., VOR; Paso Robles, Calif., VOR, including a west alternate from the Santa Barbara VOR to the Paso Robles VOR via the Gaviota, Calif., VOR and the San Luis Obispo, Calif., VOR; INT of the Paso Robles VOR 336° and the Agnew VOR 141° radials; Agnew, Calif., VOR; intersection of the Agnew omnirange 304° True and the Point Reyes omnirange 155° True radials; Point Reyes, Calif., omnirange station; point of intersection of the Point Reyes omnirange 352° True and the Ukiah, Calif., omnirange 147° True radials; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° True and the Klamath Falls omnirange 181° True radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; The Dalles, Oreg., omnirange station; Yakima, Wash., omnirange station, including an east alternate via the intersection of The Dalles omnirange 032° True and the Yakima omnirange 183° True radials; intersection of the Yakima omnirange 304° True and the Ellensburg omnirange 191° True radials; to the Ellensburg, Wash., omnirange station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Point Mugu Restricted Areas (R-100) and (R-551), the Yakima Restricted Area (R-247) and the San Luis Obispo Restricted Area (R-416) are excluded during their times of designation. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Point Mugu warning area (W-289) is excluded during its time of designation.

§ 600.6026 VOR Federal airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).

From the Cherokee, Wyo., VOR via the Casper, Wyo., VOR; Rapid City, S. Dak., VOR; Philip, S. Dak., VOR, including a north alternate via the INT of the Rapid City VOR 049° and the Philip VOR 282° radials; Pierre, S. Dak., VOR, including a south alternate; Huron, S. Dak., VOR, including a south alternate; Redwood Falls, Minn., VOR, including a south alternate; Farmington, Minn., VOR; Eau Claire, Wis., VOR; Wausau, Wis., VOR, including a south alternate; Green Bay, Wis., VOR, including a south alternate; INT of the Green Bay VOR 116° and the White Cloud VOR 302° radials; White Cloud, Mich., VOR; Lansing, Mich., VOR; Salem, Mich., VOR; point of INT of the Carleton, Mich., VOR direct radial to the Jefferson, Ohio, VOR, and the Cleveland VOR direct radial to the Windsor, Ont., VOR; to the Cleveland, Ohio, VOR.

§ 600.6027 VOR Federal airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).

From the Los Angeles, Calif., VOR via the INT of the Los Angeles VOR 257° and the Oxnard VOR 155° radials; Oxnard, Calif., VOR; point of INT of the Oxnard VOR 303° and the Fillmore, Calif., VOR 265° radials; point of INT of the Fillmore VOR 265° and the Gaviota VOR 143° radials; Gaviota, Calif., VOR; San Luis Obispo, Calif., VOR; Paso Robles, Calif., VOR; INT of the Paso Robles VOR 336° and the Salinas VOR 134° radials; Salinas, Calif., omnirange station, including a west alternate from the Paso Robles omnirange to the Salinas omnirange via the intersection of the Paso Robles omnirange 314° and the Salinas omnirange 150° radials; intersection of the Salinas omnirange 319° and the Point Reyes omnirange 155° radials; Point Reyes, Calif., omnirange station, including a west alternate from the Salinas omnirange to the Point Reyes omnirange via the intersection of the Salinas omnirange 302° and the Point Reyes omnirange 155° radials; intersection of the Point Reyes omnirange 352° and the Ukiah omnirange 147° radials; Ukiah, Calif., omnirange station; Fortuna, Calif., omnirange station; Cresent City, Calif., omnirange station; North Bend, Oreg., omnirange station; Newport, Oreg., omnirange station; Hoquiam, Wash., omnirange station; to the Seattle, Wash., VOR. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Point Mugu Warning Area (W-289) is excluded during its time of use. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Point Mugu Restricted Areas (R-100) and (R-551), the Fort Ord Restricted Area (R-284), the Camp Roberts Restricted Area (R-415), the Camp Cooke Restricted Area (R-531), the San Luis Obispo Restricted Area (R-416) and the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) are excluded during these restricted areas' times of designation. The portion of this airway above 14,500 feet mean sea level which lies within the geographic limits of the Olympic Restricted Area (R-241) is excluded during its designated time of use.

§ 600.6028 VOR Federal airway No. 28 (Oakland, Calif., to Reno, Nev.).

From the Oakland, Calif., omnirange station via the Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station.

§ 600.6029 VOR Federal airway No. 29 (Salisbury, Md., to United States-Canadian Border).

From the Chincoteague, Va., Navy LF radio range station via the Salisbury, Md., omnirange station; Kenton, Del., omnirange station; Woodstown, N.J., omnirange station; point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and West Chester omnirange 120° True radial; West Chester, Pa., omnirange station; Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station; Scranton, Pa., omnirange station; Binghamton, N.Y., omnirange station; Syracuse, N.Y., omnirange station; Watertown, N.Y., omnirange station; the intersection of the Watertown omnirange 33° True and the Massena omnirange 241° True radials; Massena, N.Y., omnirange station to the United States-Canadian Border via the Massena omnirange 38° True radial. The portions of this airway which overlap the Chincoteague Restricted Area (R-45) are excluded.

§ 600.6030 VOR Federal airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).

From the Milwaukee, Wis., VOR via the INT of the Milwaukee VOR 102° and the Pullman VOR 303° radials; Pullman, Mich., VOR, including a south alternate via the INT of the Milwaukee VOR 121° and the Pullman VOR 282° radials; Litchfield, Mich., VOR; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 111° True and the Wellington VAR west course; Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° True radial; Youngstown, Ohio, omnirange station; Clarion, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N.J., omnirange station; to the point of intersection of the Colts Neck omnirange 078° True and the Idlewild, N.Y., omnirange 212° True radials. From the Idlewild, N.Y., omnirange station via the point of intersection of the Idlewild omnirange 083° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station.

§ 600.6031 VOR Federal airway No. 31 (Baltimore, Md., to Rochester, N.Y.).

From the Baltimore, Md., VOR via the Harrisburg, Pa., VOR; Selinsgrove, Pa., VOR; Williamsport, Pa., VOR; Elmira, N.Y., VOR; point of INT of the Elmira VOR 355° radial with the Ithaca, N.Y., VOR direct radial to the Rochester VOR; to the Rochester, N.Y., VOR.

§ 600.6032 VOR Federal airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).

From the Battle Mountain, Nev., VOR via the Elko, Nev., VOR, including a north alternate via the Battle Mountain VOR 062° and the Elko VOR 273° radials; Bonneville, Utah, VOR, including a north alternate from the Elko VOR to the Bonneville VOR via the Wells, Nev., VOR; Salt Lake City, Utah, VOR; to the Fort Bridger, Wyo., VOR.

§ 600.6033 VOR Federal airway No. 33 (Baltimore, Md., to Buffalo, N.Y.).

From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station to the Buffalo, N.Y., omnirange station.

§ 600.6034 VOR Federal airway No. 34 (Rochester, N.Y., to Wilton, Conn.).

From the Rochester, N.Y., VOR via the Ithaca, N.Y., VOR; Binghamton, N.Y., VOR; Wilton, Conn., VOR to the point of intersection of the Wilton omnirange 090° and the Norwich, Conn., omnirange 227° radials. The portion of this airway below 6000 feet above mean sea level, within the West Point Restricted Area (R-93), is excluded daily from sunrise to sunset during the period from March 1 to November 1 each year.

§ 600.6035 VOR Federal airway No. 35 (Key West, Fla., to Syracuse, N.Y.).

From the Key West, Fla., omnirange station via the intersection of the Key West omnirange 078° and the Miami omnirange 153° radials; Miami, Fla., omnirange station; intersection of the Miami omnirange 269° and the Fort Myers omnirange 134° radials including a west alternate from the point of intersection of the Miami omnirange 153° radial and the Miami International Airport ILS localizer west course to the point of intersection of the Miami omnirange 269° and the Fort Myers omnirange 134° radials via the intersection of the Miami International Airport ILS localizer west course and the Fort Myers omnirange 134° radial; Fort Myers, Fla., VOR; St. Petersburg, Fla., VOR; Cross City, Fla., VOR, including an east alternate from the point of INT of the St. Petersburg VOR 153° radial and the Tampa International Airport ILS localizer south course to the Cross City VOR via the Tampa International Airport ILS localizer, the INT of the Tampa International Airport ILS localizer north course and the Gainesville VOR 189° radial, the Gainesville, Fla., VOR and also a west alternate from the St. Petersburg VOR to the Cross City VOR via the INT of the St. Petersburg VOR 335° and the Cross City VOR 185° radials; INT of the Cross City VOR 316° and the Tallahassee VOR 132° radials; Tallahassee, Fla., VOR; Albany, Ga. omnirange station, including an east alternate via the intersection of the Tallahassee omnirange 010° and the Albany omnirange 152° radials; Macon, Ga., omnirange station, including a west alternate via the intersection of the Albany omnirange 010° and the Macon omnirange 228° radials; Athens, Ga., omnirange station; Royston, Ga., omnirange station; Asheville, N.C., VOR; Tri-City, Tenn., VOR, including an east alternate via the INT of the Asheville VOR 022° and the Tri-City VOR 146° radials and also a west alternate via the Asheville VOR 329° and the Tri-City VOR 204° radials; point of INT of the Pulaski VOR 285° and the Tri-City VOR 012° radials; Charleston, W. Va., VOR; Parkersburg, W. Va., VOR; INT of the Parkersburg VOR 060° and the Pittsburgh VOR 223° radials; to the Pittsburgh, Pa., VOR. From the Johnstown, Pa., VOR via the Tyrone, Pa., VOR; Philipsburg, Pa., VOR; Stonyfork, Pa., VOR; Elmira, N.Y., VOR; Watkins Glen, N.Y., VOR; to the Syracuse, N.Y., VOR.

§ 600.6036 VOR Federal airway No. 36 (Toronto, Ontario, Canada, to New York, N.Y.).

From the Toronto, Ontario, Canada, VOR via the INT of the Toronto VOR 141° and the Buffalo VOR 312° radials; Buffalo, N.Y., VOR, including a south alternate from the Toronto VOR to the Buffalo VOR via the INT of the Toronto VOR 172° and the Buffalo VOR 294° radials; Elmira, N.Y., VOR; Wilkes-Barre-Scranton, Pa., VOR; Sparta, N.J., VOR; to the point of INT of the Sparta VOR 111° and the Wilton, Conn., VOR 240° radials.

§ 600.6037 VOR Federal airway No. 37 (Savannah, Ga., to Erie, Pa.).

From the Savannah, Ga., omnirange station via the Allendale, S.C., omnirange station, including a west alternate via the Savannah omnirange 284° and the Allendale omnirange 194° radials; Columbia, S.C., omnirange station; Charlotte, N.C., omnirange station, including a west alternate via the intersection of the Columbia omnirange 329° and the Charlotte omnirange 209° radials; Pulaski, Va., omnirange station, including a west alternate from the Charlotte omnirange station to the Pulaski omnirange station via the Hickory, N.C., omnirange station; Elkins, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; to the Erie, Pa., omnirange station.

§ 600.6038 VOR Federal airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.).

From the Iowa City, Iowa, VOR via the Moline, Ill., VOR; INT of the Moline VOR 081° and the Joliet VOR 265° radials; Joliet, Ill., VOR; Peotone, Ill., VOR; Fort Wayne, Ind., VOR; Findlay, Ohio, VOR; INT of the Findlay VOR 128° and the Appleton VOR 310° radials; Appleton, Ohio, VOR; Zanesville, Ohio, VOR; Parkersburg, W. Va., VOR; to the Elkins, W. Va., VOR.

§ 600.6039 VOR Federal airway No. 39 (South Boston, Va., to Kennebunk, Maine).

From the South Boston, Va., VOR via the Gordonsville, Va., VOR; Casanova, Va., VOR; Herndon, Va., VOR; Westminster, Md., VOR; Lancaster, Pa., VOR; Allentown, Pa., VOR; Stroudsburg, Pa., VOR; Poughkeepsie, N.Y., VOR; Westfield, Mass., VOR; Gardner, Mass., VOR; Concord, N.H., VOR to the Kennebunk, Maine, VOR.

§ 600.6040 VOR Federal airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.).

From the Cleveland, Ohio, omnirange station via the Navarre, Ohio, omnirange station; point of intersection of the Navarre omnirange direct radial to the Wheeling, W. Va., omnirange station with the Imperial, Pa., omnirange direct radial to the Tiverton, Ohio, omnirange station; to the Pittsburgh, Pa., omnirange station.

§ 600.6041 VOR Federal airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).

From the Pittsburgh, Pa., omnirange station via the Imperial, Pa., omnirange station; intersection of the Imperial 326° and the Youngstown, Ohio, 180° radials; to the Youngstown, Ohio, omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R–541) is excluded during its time of designation.

§ 600.6042 VOR Federal airway No. 42 (Flint, Mich., to Washington, D.C.).

From the Flint, Mich., VOR via the Windsor, Ont., VOR; Cleveland, Ohio, VOR; point of INT of the Youngstown, Ohio, VOR 233° and the Cleveland, Ohio, VOR 116° radials; Imperial, Pa., VOR; point of INT of the Imperial VOR 074° and the Ellwood City, Pa., VOR 122° radials; Johnstown, Pa., VOR; Martinsburg, W. Va., VOR; to the Washington, D.C., TVOR.

§ 600.6043 VOR Federal airway No. 43 (Columbus, Ohio, to Erie, Pa.).

From the Appleton, Ohio, omnirange station via the Tiverton, Ohio, omnirange station; Youngstown, Ohio, omnirange station; to the Erie, Pa., omnirange station.

§ 600.6044 VOR Federal airway No. 44 (Centralia, Ill., to Baltimore, Md.).

From the Centralia, Ill., VOR via the Samsville, Ill., VOR; Nabb, Ind., VOR; Falmouth, Ky., VOR; York, Ky., VOR; Parkersburg, W. Va., VOR; Morgantown, W. Va., VOR; Martinsburg, W. Va., VOR; Baltimore, Md., VOR; to the point of INT of the Baltimore VOR 097° radial with the Shadyside, Md., VOR direct radial to the Kenton, Del., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Aberdeen Restricted Area (R–54) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R–542) is excluded during this restricted area's time of designation.

§ 600.6045 VOR Federal airway No. 45 (New Bern, N.C., to Saginaw, Mich.).

From the New Bern, N.C., VOR via the INT of the New Bern VOR 305° and the Raleigh VOR 116° radials; Raleigh, N.C., VOR; Greensboro, N.C., VOR, including an east alternate via the INT of the Raleigh VOR 305° and the Greensboro VOR 051° radials and also a west alternate via the INT of the Raleigh VOR direct radial to the Charlotte, N.C., VOR with the Greensboro VOR 122° radial; point of INT of the Greensboro VOR 334° and the Hickory, N.C., VOR 049° radials; Pulaski, Va., VOR; Bluefield, W. Va., VOR; to the Charleston, W. Va., VOR. From the Lexington, Ky., omnirange station via the York, Ky., omnirange station; Appleton, Ohio, omnirange station; to the Waterville, Ohio, omnirange station. From the point of intersection of the Litchfield, Mich., omnirange 081° True and the Lansing omnirange 159° True radials; Lansing, Mich., omnirange station; to the Saginaw, Mich., omnirange station. The airspace above 5,500 feet above mean sea level of that portion of this airway which lies beneath, and conflicts with, the Cherry Point Restricted Area (R–125) is excluded daily from sunset to sunrise. The portions of this airway which overlap the Wilmington Restricted Area (R–109) are excluded.

§ 600.6046 VOR Federal airway No. 46 (New York, N.Y., to Nantucket, Mass.).

From the point of INT of the Riverhead VOR 264° and the Wilton, Conn., VOR 195° radials via the Riverhead, N.Y., VOR; Hampton, N.Y., VOR, including a south alternate via the point of INT of the Riverhead VOR 146° and the Idlewild, N.Y., VOR 083° radials; INT of the Hampton VOR 083° and the Norwich, Conn., VOR 127° radials; to the Nantucket, Mass., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Westhampton Beach, N.Y. (Suffolk AFB) Restricted Area/Military Climb Corridor (R–545) is excluded during its time of designation.

§ 600.6047 VOR Federal airway No. 47 (Bowling Green, Ky., to Detroit, Mich.).

From the Bowling Green, Ky., VOR via the point of INT of the Bowling Green VOR 008° and the Louisville, Ky., VOR 245° radials; Nabb, Ind., VOR, Cincinnati, Ohio, VOR; Sidney, Ohio, VOR, including a west alternate from the Cincinnati VOR to the point of INT of the Dayton, Ohio, Dayton Airport ILS localizer southwest course with the Sidney VOR direct radial to the Cincinnati VOR via the point of INT of the Cincinnati VOR 006° radial with the Dayton Airport ILS localizer southwest course; Findlay, Ohio, VOR; Waterville, Ohio, VOR; point of INT of the Carleton, Mich., VOR 264° radial and the Detroit Willow Run Airport ILS localizer front course; Detroit, Mich., Willow Run Airport ILS localizer; to the point of INT of the Detroit Willow Run Airport ILS localizer back course and the Salem, Mich., VOR direct radial to the Windsor, Ont., VOR.

§ 600.6048 VOR Federal airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).

From the Burlington, Iowa, omnirange station via the Peoria, Ill., omnirange station; to the Pontiac, Ill., omnirange station.

§ 600.6050 VOR Federal airway No. 50 (St. Joseph, Mo., to Dayton, Ohio).

From the St. Joseph, Mo., VOR via the Kirksville, Mo., VOR; Quincy, Ill., VOR, including a south alternate via the INT of the Kirksville VOR 121° and the Quincy VOR 258° radials; Springfield, Ill., VOR; Decatur, Ill., VOR; Terre Haute, Ind., VOR; Indianapolis, Ind., VOR; INT of the Indianapolis VOR 084° and the Dayton VOR 261° radials; Dayton, Ohio, VOR, including a north alternate from the Indianapolis VOR to the Dayton VOR via the point of INT of the Indianapolis VOR 069° and the Fort Wayne, Ind., VOR 187° radials.

§ 600.6051 VOR Federal airway No. 51 (Key West, Fla., to Chicago, Ill.).

From the Key West, Fla., VOR via the point of INT of the Miami VOR 221° and the Biscayne VOR 262° radials; Biscayne, Fla., VOR; Miami, Fla., VOR; Pahokee, Fla., VOR; Vero Beach, Fla., VOR; Daytona Beach, Fla., VOR; INT of the Daytona Beach VOR 344° and the Jacksonville VOR 159° radials; Jacksonville, Fla., VOR; INT of the Jacksonville VOR 319° and the Alma VOR 148° radials; Alma, Ga., VOR, including a west alternate; Macon, Ga., VOR, including an east alternate from the Jacksonville VOR to the Macon VOR via the INT of the Jacksonville VOR 334° and the Macon VOR 125° radials; McDonough, Ga., VOR; Chattanooga, Tenn., VOR, including a west alternate from the Alma VOR to the Chattanooga VOR via the INT of the Alma VOR 305° and the Vienna VOR 135° radials, the Vienna, Ga., VOR, the Atlanta, Ga., VOR and the INT of the Atlanta VOR 355° and the Chattanooga VOR 152° radials; Crossville, Tenn., VOR, including an east alternate via the INT of the Chattanooga VOR 063° and the Crossville VOR 171° radials; Louisville, Ky., VOR; Nabb, Ind., VOR; Shelbyville, Ind., VOR; INT of the Shelbyville VOR 313° and the Lafayette VOR 136° radials; Lafayette, Ind., VOR; Chicago Heights, Ill., VOR; point of INT of the Chicago Heights VOR 342° and the Naperville VOR 090° radials; to the point of INT of the Chicago Heights VOR 342° with the Chicago, Ill. (O'Hare) VOR 078° radials. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Key West Warning Area (W–173) is excluded during this warning area's time of use.

§ 600.6052 VOR Federal airway No. 52 (Des Moines, Iowa, to Evansville, Ind.).

From the Des Moines, Iowa, VOR via the Ottumwa, Iowa, VOR, including a south alternate; Quincy, Ill., VOR, including a north alternate; St. Louis, Mo., VOR, including a north alternate; Troy, Ill., VOR; INT of the Troy VOR 099° and the Evansville VOR 309° radials; to the Evansville, Ind., VOR.

§ 600.6053 VOR Federal airway No. 53 (Charleston, S.C., to Chicago, Ill.).

From the Charleston, S.C., VOR via the INT of the Charleston, S.C., VOR 300° and the Columbia VOR 153° radials; Columbia, S.C., VOR; Spartanburg, S.C., VOR; Asheville, N.C., omnirange station; Tri-City, Tenn., omnirange station; Lexington, Ky., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 333°

True and the Indianapolis omnirange 170° True radials; Indianapolis, Ind., omnirange station; Westpoint, Ind., omnirange station; intersection of the Westpoint omnirange 326° and the Peotone omnirange 153° radials; Peotone, Ill., omnirange station; to the point of intersection of the Peotone omnirange 003° and the Joliet, Ill., omnirange 056° radials.

§ 600.6054 VOR Federal airway No. 54 (Quitman, Tex., to Charlotte, N.C.).

From the Quitman, Tex., omnirange station via the Texarkana, Ark., omnirange station; intersection of the Texarkana omnirange 052° True and the Little Rock omnirange 235° True radials; Little Rock, Ark., omnirange station, including a north alternate via the intersection of the Texarkana omnirange 033° True and the Little Rock omnirange 255° True radials; intersection of the Little Rock omnirange 077° True and the Memphis omnirange 261° True radials; Memphis, Tenn., omnirange station, including a north alternate from the Little Rock omnirange station to the Memphis omnirange station via the intersection of the Little Rock omnirange 062° True and the Memphis omnirange 276° True radials; Muscle Shoals, Ala., VOR, including a north alternate via the INT of the Memphis VOR 081° and the Muscle Shoals VOR 297° radials and also a south alternate from the Memphis VOR to the Muscle Shoals VOR via the point of INT of the Memphis VOR 168° and the Holly Springs, Miss., VOR 294° radials, the Holly Springs VOR, the point of INT of the Holly Springs VOR 099° and the Muscle Shoals VOR 255° radials; Huntsville, Ala., omnirange station; Chattanooga, Tenn., omnirange station, including a north alternate via the Muscle Shoals omnirange 067° and the Chattanooga omnirange 282° radials; Spartanburg, S.C., omnirange station; to the Charlotte, N.C., omnirange station.

§ 600.6055 VOR Federal airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).

From the Dayton, Ohio, VOR via the Fort Wayne, Ind., VORTAC, including an east alternate via the INT of the Dayton VOR 343° and the Fort Wayne VORTAC direct radial to the Sidney, Ohio, VOR; Goshen, Ind., VOR, including a west alternate via the point of INT of the Fort Wayne VORTAC direct radial to the Peotone, Ill., VOR with the Goshen VOR 168° radial; South Bend, Ind., VOR; Keeler, Mich., VOR; Pullman, Mich., VOR; Muskegon, Mich., VORTAC; INT of the Muskegon VORTAC 327° and the Green Bay VOR 116° radials; to the Green Bay, Wis., VOR.

§ 600.6056 VOR Federal airway No. 56 (Montgomery, Ala., to Florence, S.C.).

From the Montgomery, Ala., VOR via the INT of the Montgomery VOR 049° and the Columbus VOR 270° radials; Columbus, Ga., VOR; Macon, Ga., VOR; Augusta, Ga., VOR; Columbia, S.C., VOR, including a north alternate via the INT of the Augusta VOR 054° and the Columbia VOR 266° radials, and also a south alternate via the INT of the Augusta VOR 085° and the Columbia VOR 193° radials; INT of the Columbia VOR 079° and the Florence VOR 246° radials; to the Florence, S.C., VOR.

§ 600.6057 VOR Federal airway No. 57 (Evergreen, Ala., to Hamilton, Ohio).

From the Evergreen, Ala., VOR via the INT of the Evergreen VOR 049° and the Birmingham VOR 180° radials; Birmingham, Ala., VOR; Muscle Shoals, Ala., VOR; Graham, Tenn., VOR; Bowling Green, Ky., VOR; point of INT of the Bowling Green VOR 063° and the Louisville, Ky., VOR 163° radials; Lexington, Ky., VOR; Falmouth, Ky., VOR; to the point of INT of the Richmond, Ind., VOR 142° and the Cincinnati, Ohio, VOR 022° radials.

§ 600.6058 VOR Federal airway No. 58 (Imperial, Pa., to Hartford, Conn.).

From the Imperial, Pa., VOR via the point of INT of the Ellwood City, Pa., VOR 102° with the Clarion, Pa., VOR 168° radials; Tyrone, Pa., VOR; Philipsburg, Pa., VOR; Williamsport, Pa., VOR; INT of the Williamsport VOR 088° and the Wilkes-Barre-Scranton VOR 238° radials; Wilkes-Barre-Scranton, Pa., VOR; Poughkeepsie, N.Y., VOR; Hartford, Conn., VOR; to the point of INT of the Hartford VOR 130° and the Norwhich, Conn., VOR 227° radials.

§ 600.6059 VOR Federal airway No. 59 (Parkersburg, W. Va., to Cleveland, Ohio).

From the Parkersburg, W. Va., omnirange station via the Newcomerstown, Ohio, omnirange station; point of intersection of the Tiverton, Ohio, omnirange direct radial to the Youngstown, Ohio, omnirange station with the Mansfield, Ohio, omnirange 100° radial, to the Cleveland, Ohio, omnirange station.

§ 600.6060 VOR Federal airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).

From the Albuquerque, N. Mex., VOR via the Otto, N. Mex., VOR, including a south alternate; Las Vegas, N. Mex., VOR; Tucumcari, N. Mex., VOR; Texico, N. Mex., VOR; INT of the Texico VOR 122° and the Lubbock VOR 008° radials; Lubbock, Tex., VOR, including a south alternate from the Texico VOR direct to the Lubbock VOR.

§ 600.6061 VOR Federal airway No. 61 (Bridgeport, Tex., to Lawton, Okla.).

From the Bridgeport, Tex., VOR via the INT of the Bridgeport VOR 315° and the Wichita Falls VOR 139° radials; Wichita Falls, Tex., VOR; to the Lawton, Okla., VOR.

§ 600.6062 VOR Federal airway No. 62 (Prescott, Ariz., to Abilene, Tex.).

From the Prescott, Ariz., VOR via the point of INT of the Prescott VOR 095° and the Zuni VOR 252° radials; Zuni, N. Mex., VOR; INT of the Zuni VOR 066° and the Santa Fe VOR 268° radials; Santa Fe, N. Mex., VOR; Anton Chico, N. Mex., VOR; Texico, N. Mex., VOR; INT of the Texico VOR 122° and the Lubbock VOR 008° radials; Lubbock, Tex., VOR, including a south alternate from the Texico VOR direct to the Lubbock VOR; INT of the Lubbock VOR 101° and the Abilene VOR 327° radials; to the Abilene, Tex., VOR.

§ 600.6063 VOR Federal airway No. 63 (Waco, Tex., to Milwaukee, Wis.).

From the Waco, Tex., omnirange station via the point of intersection of the Waco omnirange 037° True and the Dallas, Tex., omnirange 133° True radials; to the Sulphur Springs, Tex., omnirange station. From the McAlester, Okla., omnirange station via the Fayetteville, Ark., omnirange station; Springfield, Mo., omnirange station; Columbia, Mo., omnirange station; Quincy, Ill., omnirange station; Burlington, Iowa, VOR; INT of the Burlington VOR 005° and the Janesville VOR 239° radials; Janesville, Wis., VOR; to the Milwaukee, Wis., VOR.

§ 600.6064 VOR Federal airway No. 64 (Los Angeles, Calif., to Blythe, Calif.).

From the point of intersection of the Long Beach omnirange 287° and the Los Angeles omnirange 149° radials; via the Long Beach, Calif., omnirange station; Thermal, Calif., omnirange station; to the Blythe, Calif., omnirange station.

§ 600.6065 VOR Federal airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).

From the point of intersection of the Kansas City, Mo., omnirange 231° True and the St. Joseph, Mo., omnirange 178° True radials via the St. Joseph, Mo., omnirange station; to the Lamoni, Iowa, omnirange station.

§ 600.6066 VOR Federal airway No. 66 San Diego, Calif., to Sulphur Springs, Tex.).

From the point of INT of a line bearing 345° toward the Julian, Calif., RBN with the El Centro VOR 265° radial via the El Centro, Calif., VOR; Yuma, Ariz., VOR; INT of the Yuma VOR 087° and the Gila Bend VOR 262° radials; Gila Bend, Ariz., VOR; Tucson, Ariz., VOR; Douglas, Ariz., VOR; the intersection of the Douglas 063° True and the Columbus, N. Mex., omnirange 277° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; intersection of the El Paso omnirange 132° True and the Hudspeth omnirange 272° True radials; Hudspeth, Tex., omnirange station; Culberson, Tex., omnirange station; intersection of the Culberson omnirange 090° True and the Midland omnirange 243° True radials; Midland, Tex., omnirange station; point of intersection of the Midland omnirange 084° True and the Big Spring, Tex., omnirange 139° True radials; Abilene, Tex., omnirange station; intersection of the Abilene omnirange 066° True and the Bridgeport omnirange 248° True radials; Bridgeport, Tex., VOR; INT of the Bridgeport VOR 087° and the Sulphur Springs VOR 275° radials; to the Sulphur Springs, Tex., VOR.

§ 600.6067 VOR Federal airway No. 67 (Cedar Rapids, Iowa, to Rochester, Minn.).

From the Cedar Rapids, Iowa, omnirange station via the Waterloo, Iowa, omnirange station; Mason City, Iowa, omnirange station; to the Rochester, Minn., omnirange station, including a west alternate.

§ 600.6068 VOR Federal airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).

That airspace over United States territory from the Albuquerque, N. Mex., omnirange station via the intersection of the Albuquerque omnirange 120° True and the Corona omnirange 311° True radials; Corona, N. Mex., omnirange station, including a north alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 103° and the Corona omnirange 328° radials and also a south alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque VOR 160° and the Corona omnirange 268° radials; Roswell, N. Mex., omnirange station, including a north alternate; Hobbs, N. Mex., VOR, including a south alternate via the INT of the Roswell VOR 132° and the Hobbs VOR 280° radials; Midland, Tex., VOR, including a south alternate from the Hobbs VOR to the Midland VOR via the point of INT of the Hobbs VOR 147° and the Wink, Tex., VOR 066° radials; San Angelo, Tex., omnirange station, including a south alternate via the intersection of the Midland omnirange 146° True and the San Angelo omnirange 278° True radials; Junction, Tex., omnirange station, including a south alternate via the intersection of the San Angelo omnirange 181° True and the Junction omnirange 310° True radials and also a north alternate via the intersection of the San Angelo omniragne 112° True and the Junction omnirange 342° True radials; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 167° True and the Corpus Christi omnirange 321° True radials; Corpus Christi, Tex., omnirange station; intersection of the Corpus Christi omnirange 236° True and the Alice, Tex., omnirange 171° True radials; intersection of the Alice omnirange 171° True and the Brownsville omnirange 339° True radials; to the Brownsville, Tex., omnirange station. The portions of this airway which conflict with the Corpus Christi Restricted Area (R-227) are excluded.

§ 600.6069 VOR Federal airway No. 69 (Shreveport, La., to Chicago, Ill.).

From the Shreveport, La., omnirange station via the intersection of the Shreveport omnirange 087° True and the El Dorado omnirange 217° True radials; El Dorado, Ark., omnirange station, including a west alternate from the Shreveport omnirange station to the El Dorado omnirange station via the intersection of the Shreveport omnirange 087° and the El Dorado VOR 232° radials; intersection of the El Dorado omnirange 041° True and the Pine Bluff omnirange 210° True radials; Pine Bluff, Ark., omnirange station; point of intersection of the Little Rock, Ark., omnirange 082° True and the Memphis, Tenn., omnirange 276° True radials; Walnut Ridge, Ark., omnirange station; Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy VOR 230° radials; Troy, Ill., omnirange station; Springfield, Ill., omnirange station; Pontiac, Ill., VOR; Joliet, Ill., VOR; to the Kedzie, Ill., RBN.

§ 600.6070 VOR Federal airway No. 70 (Corpus Christi, Tex., to Allendale, S.C.).

From the Corpus Christi, Tex., VOR via the Palacios, Tex., VOR; Galveston, Tex., VOR; INT of the Galveston VOR 067° and the Lake Charles VOR 241° radials; Lake Charles, La., VOR; Lafayette, La., VOR; Baton Rouge, La., VOR, including a north alternate via the INT of the Lafayette VOR 012° and the Baton Rouge VOR 272° radials; Picayune, Miss., VOR; Evergreen, Ala., VOR; Eufaula, Ala., VOR; Vienna, Ga., VOR; to the Allendale, S.C., VOR.

§ 600.6071 VOR Federal airway No. 71 (Flippin, Ark., to Kansas City, Mo.).

From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 301° and the Butler omnirange 178° radials; to the Kansas City, Mo., omnirange station.

§ 600.6072 VOR Federal airway No. 72 (Fayetteville, Ark., to Albany, N.Y.).

From the Fayetteville, Ark., VOR; via the Maples, Mo., VOR; INT of the Maples VOR 055° and the Troy VOR 230° radials; Troy, Ill., VOR; Vandalia, Ill., VOR; Westpoint, Ind., VOR; to the Lafayette, Ind., VOR. From the Findlay, Ohio, VOR via the Attica, Ohio, VOR; Cleveland, Ohio, VOR; Youngstown, Ohio, VOR; point of INT of the Fitzgerald, Pa., VOR 304° and the Bradford VOR 260° radials; Bradford, Pa., VOR; point of INT of the Bradford VOR 078° radial with the Stonyfork, Pa., VOR direct radial to the Wellsville, N.Y., VOR; Elmira, N.Y., VOR; Binghamton, N.Y., VOR; Rockdale, N.Y., VOR; to the Albany, N.Y., VOR.

§ 600.6073 VOR Federal airway No. 73 (Wichita, Kans., to Salina, Kans.).

From the Wichita, Kans., omnirange station via the Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 025° True and the Salina omnirange 184° True radials; to the Salina, Kans., omnirange station.

§ 600.6074 VOR Federal airway No. 74 (Hugo, Colo., to Pine Bluff, Ark.).

From the Hugo, Colo., omnirange station via the intersection of the Hugo omnirange 112° and the Garden City VORTAC 296° radials; Garden City VORTAC; Dodge City, Kans., omnirange station; Anthony, Kans., omnirange; Ponca City, Okla., omnirange station; Tulsa, Okla., omnirange station; Fort Smith, Ark., omnirange station, including a north alternate from the Tulsa omnirange station to the Fort Smith omnirange station via the point of intersection of the Tulsa omnirange 088° and the Neosho, Mo., omnirange 223° radials and also a south alternate from the Ponca City omnirange station to the Fort Smith omnirange station via the Okmulgee, Okla., omnirange station; intersection of the Fort Smith omnirange 098° and the Little Rock omnirange 302° radials; Little Rock, Ark., omnirange station; intersection of the Little Rock omnirange 141° and the Pine Bluff omnirange 007° radials; to the Pine Bluff, Ark., omnirange station.

§ 600.6075 VOR Federal airway No. 75 (Petersburg, W. Va., to Cleveland, Ohio).

From the point of intersection of the Morgantown, W. Va., omnirange 134° and the Elkins, W. Va., omnirange 083° radials via the Morgantown, W. Va., omnirange; Wheeling, W. Va., omnirange station; Navarre, Ohio, omnirange station; to the Cleveland, Ohio, omnirange station.

§ 600.6076 VOR Federal airway No. 76 (Lubbock, Tex., to Galveston, Tex.).

From the Lubbock, Tex., VOR via the INT of the Lubbock VOR 188° and the Big Spring VOR 286° radials; Big Spring, Tex., VOR, including a north alternate from the Lubbock VOR direct to the Big Spring VOR; San Angelo, Tex., VOR, including a north alternate via the point of INT of the Big Spring VOR 124° and the San Angelo VOR 024° radials; Llano, Tex., VOR; Austin, Tex., VOR; including a north alternate from the San Angelo VOR to the Austin VOR via the Lometa, Tex., VOR; Houston, Tex., VOR; to the Galveston, Tex., VOR.

§ 600.6077 VOR Federal airway No. 77 (Cotulla, Tex., to Des Moines, Iowa).

From the Cotulla, Tex., omnirange station via the Junction, Tex., omnirange station; San Angelo, Tex., VOR; Abilene, Tex., VOR; Wichita Falls, Tex., VOR, including an east alternate; intersection of the Wichita Falls omnirange 028° True and the Oklahoma City omnirange 202° True radials; Oklahoma City, Okla., omnirange station including an east alternate from the Wichita Falls omnirange station to the Oklahoma City omnirange station via the intersection of the Wichita Falls omnirange 043° True and the Oklahoma City omnirange 180° True radials excluding those portions of this airway which overlap the Fort Sill restricted area (R-208); Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 327° True and the Wichita omnirange 226° True radials; Wichita, Kans., omnirange station; point of intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka omnirange 236° True radials; Topeka, Kans., omnirange station; St. Joseph, Mo., omnirange station; Lamoni, Iowa, omnirange station; to the Des Moines, Iowa, omnirange station.

§ 600.6078 VOR Federal airway No. 78 (Huron, S. Dak., to Eau Claire, Wis.).

From the Huron, S. Dak., VOR via the Watertown, S. Dak., VOR, including a south alternate; Minneapolis, Minn., VOR; to the Eau Claire, Wis., VOR.

§ 600.6079 VOR Federal airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.).

From the Fort Stockton, Tex., VOR via the Wink, Tex., VOR; Hobbs, N. Mex., VOR; INT of the Hobbs VOR 077° and the Lubbock VOR 188° radials; Lubbock, Tex., VOR, including a west alternate from the Hobbs VOR direct to the Lubbock VOR.

§ 600.6080 VOR Federal airway No. 80 (Akron, Colo., to North Platte, Nebr.).

From the Akron, Colo., VOR to the North Platte, Nebr., VOR.

§ 600.6081 VOR Federal airway No. 81 (Midland, Tex., to Salt Lake City, Utah).

From the Midland, Tex., VOR via the Lubbock, Tex., VOR; Amarillo, Tex., VOR, including an east alternate; Dalhart, Tex., VOR, including an east alternate; Tobe, Colo., VOR; Pueblo, Colo., VORTAC; Colorado Springs, Colo., VOR; INT Colorado Springs VOR 345° and the Denver VOR 183° radials; Denver, Colo., VOR. From the Grand Junction, Colo., VOR via the Myton, Utah, VOR; to the Salt Lake City, Utah, VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Parker Restricted Area (R-195) is excluded during its time of designation.

§ 600.6082 VOR Federal airway No. 82 (Minneapolis, Minn., to Nodine, Minn.).

From the Minneapolis, Minn., VOR via the Farmington, Minn., VOR; Rochester, Minn., VOR; to the Nodine, Minn., VOR, including a south alternate via the INT of the Rochester VOR 113° and the Nodine VOR 257° radials.

§ 600.6083 VOR Federal airway No. 83 (Carlsbad, N. Mex., to Kiowa, Colo.).

From the Carlsbad, N. Mex., VOR, via the Roswell, N. Mex., VOR; Corona, N. Mex., VOR, including an east alternate; Otto, N. Mex., VOR; Santa Fe, N. Mex., VOR; INT of the Santa Fe VOR 010° and the Alamosa VOR 183° radials; Alamosa, Colo., VOR; Pueblo, Colo., VORTAC; Colorado Springs, Colo., VOR; to the Kiowa, Colo., VOR.

§ 600.6084 VOR Federal airway No. 84 (Hinckley, Ill., to Syracuse, N.Y.).

From the point of INT of the Joliet, Ill., VOR 316° with the Northbrook VOR 229° radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Lansing, Mich., VOR; Selfridge, Mich., VOR; London, Ont., VOR; Buffalo, N.Y., VOR; Geneseo, N.Y., VOR; point of INT of the Elmira, N.Y., VOR 355° radial with the Ithaca, N.Y., VOR direct radial to the Rochester, N.Y., VOR; to the Syracuse, N.Y., VOR.

§ 600.6085 VOR Federal airway No. 85 (Rock River, Wyo., to Casper, Wyo.).

From the Rock River, Wyo., omnirange station to the Casper, Wyo., omnirange station, including a west alternate via the intersection of the Rock River omnirange 336° True and the Casper omnirange 216° True radials.

§ 600.6086 VOR Federal airway No. 86 (Butte, Mont., to Bozeman, Mont.).

From the Butte, Mont., omnirange station via the Whitehall, Mont., omnirange station to the Bozeman, Mont., omnirange station.

§ 600.6087 VOR Federal airway No. 87 (San Francisco, Calif., to Red Bluff, Calif.).

From the San Francisco, Calif., TVOR via the point of INT of the Oakland, Calif., VOR 330° radial with the Sausalito, Calif., VOR direct radial to the Sacramento, Calif., VOR; Napa, Calif., VOR; INT of the Napa VOR 004° and the Maxwell VOR 188° radials; Maxwell, Calif., VOR; to the Red Bluff, Calif., VOR.

§ 600.6088 VOR Federal airway No. 88 (Tulsa, Okla., to Vichy, Mo.).

From the Tulsa, Okla., omnirange station via the intersection of the Tulsa omnirange 044° True and the Springfield omnirange 261° True radials; Springfiield, Mo., omnirange station; Vichy, Mo., omnirange station; to the point of intersection of the Vichy omnirange 084° True and the St. Louis, Mo., omnirange 170° True radials.

§ 600.6089 VOR Federal airway No. 89 (Denver, Colo., to Rapid City, S. Dak.).

From the Denver, Colo., VOR via the Cheyenne, Wyo., VOR, including an east alternate via the INT of the Denver VOR 016° and the Cheyenne VOR 131° radials; Chadron, Nebr., VOR, including an east alternate from the Cheyenne VOR to the Chadron VOR via the Scottsbluff, Nebr., VOR; to the Rapid City, S. Dak., VOR, including an east alternate. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Scenic Restricted Area (R-190) is excluded during its designated time of use.

§ 600.6090 VOR Federal airway No. 90 (Litchfield, Mich., to Windsor, Ontario).

That airspace over United States territory from the Litchfield, Mich., omnirange station to the Windsor, Ontario, omnirange station.

§ 600.6091 VOR Federal airway No. 91 (New York, N.Y., to Montreal, Quebec).

That airspace over U.S. territory from the Idlewild, N.Y., VOR via the point of INT of the Idlewild VOR 042° and the Wilton VOR 185° radials; Wilton, Conn., VOR; Poughkeepsie, N.Y., VOR; Albany, N.Y., VOR, including an east alternate via the INT of the Poughkeepsie VOR 007° and the Albany VOR 140° radials and also a west alternate; Glens Falls, N.Y., VOR; Benson, Vt., VOR; Burlington, Vt., VOR; Plattsburg, N.Y., VOR; Montreal, Quebec, Canada, VOR, including an east alternate from the Burlington VOR to the Montreal VOR via the INT of the Burlington VOR 353° and the Montreal VOR 146° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) is excluded during its time of designation.

§ 600.6092 VOR Federal airway No. 92 (Chicago, Ill., to Washington, D.C.).

From the Joliet, Ill., VOR via the Chicago Heights, Ill., VOR; Goshen, Ind., VOR; Waterville, Ohio, VOR; Attica, Ohio, VOR; Mansfield, Ohio, VOR; Navarre, Ohio, VOR; Wheeling, W. Va., VOR; Uniontown, Pa., VOR; Grantsville, Md., VOR; Front Royal, Va., VOR; INT of the Front Royal VOR 112° and the Washington TVOR 245° radials; to the Washington, D.C., TVOR.

§ 600.6093 VOR Federal airway No. 93 (Baltimore, Md., to Presque Isle, Maine).

From the Baltimore, Md., VOR via the Lancaster, Pa., VOR; to the Allentown, Pa., VOR. From the Poughkeepsie, N.Y., VOR via the Chester, Mass., VOR; point of INT of the Albany, N.Y., VOR 099° and the Keene VOR 231° radials; Keene, N.H., VOR; Concord, N.H., VOR; INT of the Concord VOR 041° and the Augusta VOR 239° radials; Augusta, Maine, VOR; Bangor, Maine, VOR; Princeton, Maine, VOR; Houlton, Maine, VOR; to the Presque Isle, Maine, VOR.

§ 600.6094 VOR Federal airway No. 94 (Hassayampa, Ariz., to Monroe, La.).

From the Hassayampa, Ariz., VOR via the Gila Bend, Ariz., VOR; Casa Grande, Ariz., VOR; San Simon, Ariz., VOR; Deming, N. Mex., VOR; INT of the Deming VOR 112° and the Newman VOR 272° radials; Newman, Tex., VOR; INT of the Newman VOR 091° and the Salt Flat VOR 312° radials; Salt Flat, Tex., VOR; Carlsbad, N. Mex., VOR; to the Hobbs, N. Mex., VOR. From the Abilene, Tex., VOR via the INT of the Abilene VOR 096° and the Britton VOR 264° radials; Britton, Tex., VOR; Gregg County, Tex., VOR; INT of the Gregg County VOR 092° and the Monroe VOR 267° radials; to the Monroe, La., VOR. The portions of this airway which lie within the geographic limits of and between the designated altitudes of, the White Sands Restricted Area (R-209) and the McGregor Restricted Area (R-211) are excluded during the times of designation of these restricted areas.

§ 600.6095 VOR Federal airway No. 95 (Phoenix, Ariz., to Farmington, N. Mex.).

From the Phoenix, Ariz., omnirange station via the intersection of the Phoenix omnirange 004° and the Winslow omnirange 224° radials; Winslow, Ariz., omnirange station; to the Farmington, N. Mex., omnirange station.

§ 600.6096 VOR Federal airway No. 96 (Kokomo, Ind., to Waterville, Ohio).

From the intersection of the Indianapolis, Ind., omnirange 022° and the Fort Wayne VORTAC 232° radials via the Fort Wayne, Ind., VORTAC to the Waterville, Ohio, omnirange station.

§ 600.6097 VOR Federal airway No. 97 (Miami, Fla., to Minneapolis, Minn.).

From the Miami, Fla., omnirange station via the La Belle, Fla., omnirange station; St. Petersburg, Fla., omnirange station; Tallahassee, Fla., omnirange station, including an east alternate from the

St. Petersburg omnirange station to the Tallahassee omnirange station via the point of intersection of the St. Petersburg omnirange 335° with the Cross City omnirange 207° radials; the Cross City, Fla., omnirange station and the intersection of the Cross City omnirange 316° with the Tallahassee 132° radials; Albany, Ga., omnirange station; Atlanta, Ga., omnirange station; Knoxville, Tenn., omnirange station, including an east alternate from the Atlanta omnirange station to the Knoxville omnirange station via the Norcross, Ga., omnirange station and the intersection of the Norcross omnirange 014° and the Knoxville omnirange 175° radials; London, Ky., omnirange station; Lexington, Ky., omnirange station; Cincinnati, Ohio, omnirange station, including an east alternate via the Falmouth, Ky., VOR; Shelbyville, Ind., VOR, including an east alternate via the INT of the Cincinnati VOR 321° and the Shelbyville VOR 110° radials and also a west alternate via the INT of the Cincinnati VOR 290° and the Shelbyville VOR 172° radials; INT of the Shelbyville VOR 313° and the Lafayette VOR 136° radials; Lafayette, Ind., VOR, including a west alternate from the Shelbyville VOR to the Lafayette VOR via the Indianapolis, Ind., VOR, the INT of the Indianapolis VOR 344° and the Shelbyville VOR 313° radials and the INT of the Shelbyville VOR 313° and the Lafayette VOR 136° radials; to the Chicago Heights, Ill., VOR. From the Janesville, Wis., VOR via the INT of the Janesville VOR 294° and the Lone Rock VOR 147° radials; Lone Rock, Wis., VOR; Nodine, Minn., VOR; point of intersection of the Nodine omnirange direct radial to the Minneapolis omnirange station with the Minneapolis-St. Paul International Airport ILS 121° localizer course; to the Minneapolis-St. Paul, Minn., International Airport ILS localizer. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Dawsonville Restricted Area (R-534) is excluded during its time of designation.

§ 600.6098 VOR Federal airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec).

That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Carleton, Mich., omnirange station; Windsor, Ontario, omnirange station; London, Ontario, omnirange station; Toronto, Ontario, omnirange station; Stirling, Ontario, omnirange station; Massena, N.Y., omnirange station; to the Montreal, Quebec, omnirange station.

§ 600.6099 VOR Federal airway No. 99 (Newport, Oreg., to Vancouver, British Columbia).

That airspace over United States territory from the Newport, Oreg., omnirange station via the intersection of the Newport omnirange 023° True and the Newberg omnirange 251° True radials; Newberg, Oreg., omnirange station; intersection of the Newberg omnirange 355° True and the Olympia omnirange 195° True radials; Olympia, Wash., omnirange station; point of intersection of the Seattle, Wash., omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the Vancouver, British Columbia, radio range station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Area (R-505) and the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) are excluded during these restricted area's designated times of use.

§ 600.6100 VOR Federal airway No. 100 (Rock River, Wyo., to Detroit, Mich.).

From the Rock River, Wyo., omnirange station via the Chadron, Nebr., omnirange station; O'Neill, Nebr., omnirange station; Sioux City, Iowa, omnirange station; Fort Dodge, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Dubuque Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Litchfield, Mich., omnirange 050° True and the Salem omnirange 257° True radials; to the Salem, Mich., omnirange station. The portion of this airway below 1900 feet above mean sea level which overlaps the Savanna Restricted Area (R-498) is excluded.

§ 600.6101 VOR Federal airway No. 101 (Ogden, Utah, to Burley, Idaho).

From the Ogden, Utah, omnirange station to the Burley, Idaho, omnirange station.

§ 600.6102 VOR Federal airway No. 102 (Roswell, N. Mex., to Wichita Falls, Tex.).

From the Roswell, N. Mex., VOR via the point of INT of the Roswell VOR 080° and the Texico, N. Mex., VOR 216° radials; the point of INT of the Texico, N. Mex., VOR 216° and the Lubbock VOR 277° radials; Lubbock, Tex., VOR; Guthrie, Tex., VOR; to the Wichita Falls, Tex., VOR, including a south alternate via the INT of the Guthrie VOR 103° and the Wichita Falls VOR 247° radials.

§ 600.6103 VOR Federal airway No. 103 (Greensboro, N.C., to Windsor, Ont.).

From the Greensboro, N.C., VOR via the Hollins, Va., VORTAC; Elkins, W. Va., VOR; Clarksburg, W. Va., VOR; Wheeling, W. Va., VOR; Navarre, Ohio, VOR; Cleveland, Ohio, VOR; point of INT of the Carleton, Mich., VOR 097° and the Windsor VOR 121° radials; to the Windsor, Ont., VOR.

§ 600.6104 VOR Federal airway No. 104 (Ottawa, Ont., to Plattsburgh, N.Y.).

That airspace over United States territory from the Ottawa, Ont., omnirange station via the intersection of the Ottawa omnirange 082° True and the Massena omnirange 346° True radials; Massena, N.Y., omnirange station; to the Plattsburgh, N.Y., omnirange station.

§ 600.6105 VOR Federal airway No. 105 (Tucson, Ariz., to Reno, Nev.).

From the Tucson, Ariz., VOR via the INT of the Tucson VOR 273° and the Casa Grande VOR 158° radials; Casa Grande, Ariz., VOR; Phoenix, Ariz., VOR; Prescott, Ariz., VOR, including an east alternate via the INT of the Phoenix VOR 004° and the Prescott VOR 135° radials; Las Vegas, Nev., VOR, including an east alternate from the Prescott VOR to the Las Vegas VOR via the Drake, Ariz., VOR, the Peach Springs, Ariz., VOR and the INT of the Peach Springs VOR 293° and the Las Vegas VOR 106° radials; the INT of the Las Vegas VOR 266° and the Beatty VOR 142° radials; Beatty, Nev., VOR; Coaldale, Nev., VOR; to the Reno, Nev., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Fallon, Nev., Restricted Area (R-268) is excluded during this restricted area's time of designation.

§ 600.6106 VOR Federal airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).

From the Charleston, W. Va., VOR via the point of INT of the Charleston VOR 051° and the Elkins, W. Va., VOR 264° radials; Clarksburg, W. Va., VOR; Morgantown, W. Va., VOR; Uniontown, Pa., VOR; Johnstown, Pa., VOR; point of INT of the Tower City, Pa., VOR 279° radial with the Philipsburg, Pa., VOR direct radial to the Harrisburg, Pa., VOR; Selinsgrove, Pa., VOR; Wilkes-Barre-Scranton, Pa., VOR; Poughkeepsie, N.Y., VOR; Westfield, Mass., VOR; Gardner, Mass., VOR; point of INT of the Gardner VOR 051° and the Concord, N.H., VOR 146° radials; to the Kennebunk, Maine, VOR.

§ 600.6107 VOR Federal airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).

From the Los Angeles, Calif., omnirange station via the point of intersection of the Long Beach, Calif., omnirange 287° and the Los Angeles omnirange 149° radials; point of intersection of the Long Beach omnirange 287° and the Fillmore omnirange 163° radials; Fillmore, Calif., omnirange station; intersection of the Fillmore omnirange 318° and the Avenal omnirange 151° radials; Avenal, Calif., omnirange station; Panoche, Calif., omnirange station; Oakland, Calif., omnirange station; intersection of the Oakland omnirange 330° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; to the Red Bluff, Calif., omnirange station.

§ 600.6108 VOR Federal airway No. 108 (Colorado Springs, Colo., to Salina, Kans.).

From the Colorado Springs, Colo., VOR via the Hugo, Colo., VOR, including a south alternate via the INT of the Colorado Springs VOR 153° and the Hugo VOR 250° radials; Goodland, Kans., VOR; Hill City, Kans., VOR; INT of the Hill City VOR 093° and the Salina VOR 286° radials; to the Salina, Kans., VOR.

§ 600.6109 VOR Federal airway No. 109 (Panoche, Calif., to Oakland, Calif.).

From the Panoche, Calif., omnirange station via the intersection of the Panoche omnirange 343° and the Oakland VOR 077° radials; to the Oakland, Calif., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Vernalis restricted area (R-280) is excluded during its time of designation.

§ 600.6110 VOR Federal airway No. 110 (San Francisco, Calif., to Altamont, Calif.).

From the point of INT of the Agnew VOR 218° and the Salinas, Calif., VOR 319° radials; via the Agnew, Calif., VOR; to the point of INT of the Agnew VOR 038° radial with the Modesto, Calif., VOR direct radial to the Oakland, Calif., VOR.

§ 600.6111 VOR Federal airway No. 111 (Salinas, Calif., to Los Banos, Calif.).

From the Salinas, Calif., omnirange station to the point of intersection of the Salinas omnirange 041° radial with the Panoche, Calif., omnirange direct radial to the Oakland, Calif., omnirange station.

§ 600.6112 VOR Federal airway No. 112 (Portland, Oreg., to Pendleton, Oreg.).

From the Portland, Oreg., omnirange station via The Dalles, Oreg., omnirange station, including a north alternate; intersection of the The Dalles omnirange 096° True and the Pendleton omnirange 254° True radials; to the Pendleton, Oreg., omnirange station.

§ 600.6113 VOR Federal airway No. 113 (Paso Robles, Calif., to Reno, Nev.).

From the Paso Robles, Calif., omnirange station via the Panoche, Calif., omnirange station; intersection of the Panoche omnirange 343° and the Modesto omnirange 205° radials; Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Vernalis Restricted Area (R-280) is excluded during its time of designation.

§ 600.6114 VOR Federal airway No. 114 (Amarillo, Tex., to New Orleans, La.).

From the Amarillo, Tex., VOR via the Childress, Tex., VOR, including a north and a south alternate; Wichita Falls, Tex., VOR, including a south alternate via the INT of the Childress VOR 120° and the Wichita Falls VOR 262° radials; INT of the Wichita Falls VOR 122° and the Dallas VOR 299° radials; Dallas, Tex., VOR; INT of the Dallas VOR 113° and the Gregg County VOR 290° radials; Gregg County, Tex., VOR, including a north alternate from the Dallas VOR to the Gregg County VOR via the Quitman, Tex., VOR, and also a south alternate from the Dallas VOR to the Gregg County VOR via the INT of the Dallas VOR 130° and the Gregg County VOR 273° radials; point of INT of the Shreveport, La., VOR 176° and the Alexandria VOR 300° radials; Alexandria, La., VOR, including a north alternate from the Gregg County VOR to the Alexandria VOR via the Shreveport VOR and the point of INT of the Shreveport VOR 176° with the Alexandria VOR 300° radials; Baton Rouge, La., VOR; to the New Orleans, La., VOR, including a north alternate via the INT of the Alexandria VOR 105° and the New Orleans VOR 326° radials.

§ 600.6115 VOR Federal airway No. 115 (Crestview, Fla., to Buffalo, N.Y.).

From the Crestview, Fla., VOR via the Montgomery, Ala., VOR; INT of the Montgomery VOR 028° and the Birmingham VOR 138° radials; Birmingham, Ala., VOR; Chattanooga, Tenn., VOR; INT of the Chattanooga VOR 032° and the Knoxville VOR 248° radials; Knoxville, Tenn., VOR; to the Charleston, W. Va., VOR. From the Ellwood City, Pa., VOR via the Tidioute, Pa., VOR; Jamestown, N.Y., VOR; to the Buffalo, N.Y., VOR.

§ 600.6116 VOR Federal airway No. 116 (Kansas City, Mo., to New York, N.Y.).

From the Kansas City, Mo., VOR via the Macon, Mo., VOR; Quincy, Ill., VOR; Peoria, Ill., VOR; Joliet, Ill., VOR; Naperville, Ill., VOR; Keeler, Mich., VOR; point of INT of the Litchfield, Mich., VOR 050° and the Salem VOR 257° radials; Salem, Mich., VOR; Windsor, Ontario, Canada, VOR; Erie, Pa., VOR; Bradford, Pa., VOR; Stonyfork, Pa., VOR; Wilkes-Barre-Scranton, Pa., VOR; Sparta, N.J., VOR; to the point of INT of the Sparta VOR 111° and the Wilton, Conn., VOR 240° radials.

§ 600.6117 VOR Federal airway No. 117 (El Centro, Calif., to Daggett, Calif.).

From the El Centro, Calif., omnirange station via the intersection of the El Centro omnirange 350° True and the Thermal omnirange 122° True radials; Thermal, Calif., omnirange station; intersection of the Thermal omnirange 340° and the Daggett omnirange 187° radials; to the Daggett, Calif., omnirange station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R-344) and the Salton Sea Restricted Area (R-303) are excluded during the time of designation of these restricted areas.

§ 600.6118 VOR Federal airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).

From the Rock River, Wyo., omnirange station via the Laramie, Wyo., omnirange station to the Cheyenne, Wyo., omnirange station.

§ 600.6119 VOR Federal airway No. 119 (Huntington, W. Va., to Rochester, N.Y.).

From the Huntington, W. Va., nondirectional radio beacon via the Henderson, W. Va., omnirange station; Parkersburg, W. Va., omnirange station; Wheeling, W. Va., omnirange station; Imperial, Pa., omnirange station; Clarion, Pa., omnirange station; Fitzgerald, Pa., omnirange station; Bradford, Pa., omnirange station; Wellsville, N.Y., omnirange station; Geneseo, N.Y., omnirange station; to the Rochester, N.Y., omnirange station.

§ 600.6120 VOR Federal airway No. 120 (Mullan Pass, Mont., to Miles City, Mont.).

From the Mullan Pass, Mont., omnirange station via the Great Falls, Mont., omnirange station; Lewiston, Mont., omnirange station; to the Miles City, Mont., omnirange station.

§ 600.6121 VOR Federal airway No. 121 (Medford, Oreg., to Eugene, Oreg.).

From the Medford, Oreg., VOR via the INT of the Medford VOR 335° and the North Bend VOR 108° radials; North Bend, Oreg., VOR; to the Eugene, Oreg., VOR.

§ 600.6122 VOR Federal airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).

From the Crescent City, Calif., omnirange station to the Medford, Oreg., omnirange station. From the point of intersection of the Medford, Oreg., omnirange 176° True and the Klamath Falls, Oreg., omnirange 273° True radials; to the Klamath Falls, Oreg., omnirange station.

§ 600.6123 VOR Federal airway No. 123 (Washington, D.C., to Westfield, Mass.).

From the Washington, D.C., TVOR via the Baltimore, Md., VOR; INT of the Baltimore VOR 035° and the New Castle VOR 257° radials; New Castle, Del., VOR; Woodstown, N.J., VOR; point of INT of the Pottstown, Pa., VOR 104° radial with the Robbinsville VOR direct radial to the New Castle VOR; Robbinsville, N.J., VOR; point of INT of the Wilton VOR 214° radial with the Idlewild, N.Y., VOR direct radial to the LaGuardia Airport, N.Y., ILS OM; Wilton, Conn., VOR; point of INT of the Wilton VOR direct radial to the Chester, Mass., VOR with the Poughkeepsie, N.Y., VOR 099° radial; Westfield, Mass., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Edgewood Arsenal Restricted Area (R-82) is excluded during the time of designation of this restricted area.

§ 600.6124 VOR Federal airway No. 124 (Terre Haute, Ind., to Shelbyville, Ind.).

From the Terre Haute, Ind., VOR via the INT of the Terre Haute VOR 097° and the Shelbyville VOR 253° radials; to the Shelbyville, Ind., VOR.

§ 600.6125 VOR Federal airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).

From the Anthony, Kans., omnirange station to the Hutchinson, Kans., omnirange station.

§ 600.6126 VOR Federal airway No. 126 (Chicago, Ill., to New York, N.Y.).

From the point of intersection of the Naperville, Ill., omnirange 090° True and the Chicago Heights omnirange 342° True radials via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Jefferson, Ohio, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Stonyfork, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Huguenot, N.Y., omnirange station; to the point of intersection of the Huguenot omnirange 114° and the Wilton, Conn., omnirange 240° radials.

§ 600.6127 VOR Federal airway No. 127 (Livingston, Mont., to Helena, Mont.).

From the Livingston, Mont., omnirange station via the intersection of the Livingston omnirange 323° and the Helena, Mont., omnirange 119° radials to the Helena, Mont., omnirange station.

§ 600.6128 VOR Federal airway No. 128 (Chicago, Ill., to Charleston, W. Va.).

From the point of intersection of the Joliet, Ill., omnirange 056° and the Peotone omnirange 003° radials via the Peotone, Ill., omnirange station; intersection of the Peotone ominrange 153° and the Westpoint omnirange 326° radials; Westpoint, Ind., omnirange station; Indianapolis, Ind., omnirange station; intersection of the Indianapolis omnirange 137° True and the Cincinnati omnirange 290° True radials; Cincinnati, Ohio, omnirange station; York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati omnirange 120° True with the York omnirange direct radial to the Falmouth, Ky., omnirange station; to the Charleston, W. Va., omnirange station.

§ 600.6129 VOR Federal airway No. 129 (Polo, Ill., to Eau Claire, Wis.).

From the Polo, Ill., omnirange station via the intersection of the Rockford omnirange 276° True and the Lone Rock omnirange 164° True radials; Lone Rock, Wis., omnirange station; Nodine, Minn., omnirange station; to the Eau Claire, Wis., omnirange station.

§ 600.6130 VOR Federal airway No. 130 (Albany, N.Y., to Providence, R.I.).

From the Albany, N.Y., VOR via the Hartford, Conn., VOR; Norwich, Conn., VOR; to the point of INT of the Norwich VOR 090° radial and the Providence, R.I., ILS localizer south course.

§ 600.6131 VOR Federal airway No. 131 (Tulsa, Okla., to Topeka, Kans.).

From the Tulsa, Okla., omnirange station to the Chanute, Kans., omnirange station. From the Emporia, Kans., omnirange station to the Topeka, Kans., omnirange station.

§ 600.6132 VOR Federal airway No. 132 (Cheyenne, Wyo., to Springfield, Mo.).

From the Cheyenne, Wyo., omnirange station via the Akron, Colo., omnirange station; Goodland, Kans., omnirange station; Hutchinson, Kans., omnirange station; point of intersection of the Wichita, Kans., omnirange direct radial to the intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka, Kans., omnirange 236° True radials with the Hutchinson, Kans., omnirange direct radial to the Emporia, Kans., omnirange station; Chanute, Kans., omnirange station; intersection of the Chanute omnirange 100° True and the Springfield omnirange 276° True radials; to the Springfield, Mo., omnirange station, including a south alternate from the Chanute omnirange station to the Springfield omnirange station via the intersection of the Chanute omnirange 117° True and the Springfield omnirange 261° True radials.

§ 600.6133 VOR Federal airway No. 133 (Charlotte, N.C., to Traverse City, Mich.).

From the Charlotte, N.C., VOR via the Hickory, N.C., VOR; Charleston, W. Va., VOR; Zanesville, Ohio, VOR; Tiverton, Ohio, VOR; Mansfield, Ohio, VOR; Sandusky, Ohio, VOR; INT of the Waterville, Ohio, VOR 058° and the Salem VOR 140° radials; Salem, Mich., VOR; Flint, Mich., VOR; Saginaw, Mich., VOR; to the Traverse City, Mich., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Lacarne Restricted Area (R-149) is excluded during this restricted area's designated time of use.

§ 600.6134 VOR Federal airway No. 134 (Evergreen, Ala., to Columbus, Ga.).

From the Evergreen, Ala., VOR via the INT of the Evergreen VOR 075° and the Columbus VOR 219° radials; to the Columbus, Ga., VOR.

§ 600.6135 VOR Federal airway No. 135 (Yuma, Ariz., to Tonopah, Nev.).

From the Yuma, Ariz., VOR via the Blythe, Calif., VOR; Rice, Calif., VOR; Needles, Calif., VOR; Las Vegas, Nev., VOR; INT of the Las Vegas VOR 266° and the Beatty VOR 142° radials; Beatty, Nev., VOR; point of INT of the Beatty VOR direct radial to the Coaldale, Nev., VOR with the Tonopah VOR 198° radial; to the Tonopah, Nev., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tonopah Restricted Area (R-271) is excluded during its time of designation.

§ 600.6136 VOR Federal airway No. 136 (Pulaski, Va., to Raleigh, N.C.).

From the Pulaski, Va., omnirange station via the intersection of the Pulaski omnirange 094° True and the South Boston omnirange 298° True radials; South Boston, Va., omnirange station; to the Raleigh, N.C., omnirange station.

§ 600.6137 VOR Federal airway No. 137 (Thermal, Calif., to Point Reyes, Calif.).

From the Thermal, Calif., VOR via the Palmdale, Calif., VOR; Gorman, Calif., VOR; INT of the Gorman VOR 288° and the Avenal VOR 151° radials; Avenal, Calif., VOR; Panoche, Calif., VOR; Salinas, Calif., VOR; Agnew, Calif., VOR; Oakland, Calif., VOR; Point Reyes, Calif., VOR; to the INT of the Point Reyes VOR 306° and the Ukiah, Calif., VOR 172° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tomales Point Restricted Area (R-519) is excluded during this restricted area's time of designation.

§ 600.6138 VOR Federal airway No. 138 (Rock River, Wyo., to Fort Dodge, Iowa.).

From the Rock River, Wyo., omnirange station via the Cheyenne, Wyo., omnirange station, including a north alternate via the intersection of the Rock River omnirange 108° and the Cheyenne omnirange 320° radials; to the Sidney, Nebr., omnirange station, including a south alternate. From the Grand Island, Nebr., omnirange station via the intersection of the Grand Island omnirange 099° and the Raymond VOR 267° radials; Raymond, Nebr., VOR; Neola, Iowa, omnirange station; to the Fort Dodge, Iowa, omnirange station.

§ 600.6139 VOR Federal airway No. 139 (Mastic, N.Y., to Boston, Mass.).

From the point of INT of the Riverhead, N.Y., VOR 146° and the Hampton VOR 239° radials via the Hampton, N.Y., VOR; INT of the Hampton VOR 059° and the Providence VOR 212° radials; Providence, R.I., VOR; INT of the Providence VOR 043° and the Boston VOR 133° radials; to the Boston, Mass., VOR.

§ 600.6140 VOR Federal airway No. 140 (Amarillo, Tex., to New York, N.Y.).

From the Amarillo, Tex., VOR via the Sayre, Okla., VOR, including a north alternate; Kingfisher, Okla., VOR; INT of the Kingfisher VOR 071° and the Tulsa VOR 262° radials; Tulsa, Okla., VOR; Fayetteville, Ark., VOR, including a north alternate via the INT of the Tulsa VOR 059° and the Fayetteville VOR 284° radials; Flippin, Ark., VOR; Walnut Ridge, Ark., VOR; Dyersburg, Tenn., VOR; Nashville, Tenn., VOR, including a south alternate from the Dyersburg VOR to the Nashville VOR via the INT of the Dyersburg VOR 104° and the Graham VOR 269° radials, the Graham, Tenn., VOR, and the INT of the Graham VOR 069° and the Nashville VOR 254° radials; INT of the Nashville VOR 059° and the London VOR 251° radials, including a north alternate via the point of INT of the Nashville VOR 044° and the Bowling Green, Ky., VOR 101° radials; London, Ky., VOR; Bluefield, W. Va., VOR; Montebello, Va., VOR; Casanova, Va., VOR; the point of INT of the Front Royal VOR 112° and the Washington TVOR 245° radials; Washington, D.C., TVOR; Baltimore, Md., VOR; INT of the Baltimore VOR 035° and the New Castle VOR 257° radials; New Castle, Del., VOR; Woodstown, N.J., VOR; point of INT of the Woodstown VOR 106° and the Dover, Del., direct radial to the Coyle VOR; Coyle, N.J., VOR; to the Idlewild, N.Y., VOR. The portions of this airway which lie more than 3 miles either side of the centerline between the Coyle, N.J., VOR and the point of INT of the Coyle VOR 031° and the Colts Neck, N.J., VOR 073° radials are excluded. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Washington Prohibited Area (P-56) and the Aberdeen Restricted Area (R-54) are excluded during these areas' times of designation.

§ 600.6141 VOR Federal airway No. 141 (Nantucket, Mass., to Massena, N.Y.).

From the Nantucket, Mass., VOR via the INT of the Nantucket VOR 339° and the Boston VOR 133° radials; Boston, Mass., VOR; INT of the Boston VOR 014° and the Manchester VOR 117° radials; Manchester, N.H., VOR; Concord, N.H., VOR; Lebanon, N.H. VOR; Burlington, Vt., VOR; to the Massena, N.Y., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R–540) is excluded during its time of designation. The portion of this airway which lies within the Falmouth, Mass., Otis AFB Restricted Area/Military Climb Corridor (R–571) shall be used only after obtaining prior approval from the controlling agency.

§ 600.6142 VOR Federal airway No. 142 (Buffalo, N.Y., to Rochester, N.Y.).

From the Buffalo, N.Y., omnirange station via the intersection of the Buffalo omnirange 034° and the Rochester omnirange 289° radials; to the Rochester, N.Y., omnirange station.

§ 600.6143 VOR Federal airway No. 143 (Charlotte, N.C., to Washington, D.C.).

From the Charlotte, N.C., omnirange station via the Greensboro, N.C., omnirange station, including a west alternate via the intersection of the Charlotte omnirange 005° and the Greensboro omnirange 238° radials; Lynchburg, Va., omnirange station; Montebello, Va., omnirange station. From the Front Royal, Va., omnirange station to the point of intersection of the Martinsburg, W. Va., omnirange direct radial to the Washington, D.C., terminal omnirange station and the Herndon, Va., omnirange direct radial to the Harrisburg, Pa., omnirange station.

§ 600.6144 VOR Federal airway No. 144 (Chicago, Ill., to Washington, D.C.).

From the point of INT of the Joliet, Ill., VOR 056° and the Peotone VOR 003° radials via the Peotone, Ill., VOR; Fort Wayne, Ind., VOR; Findlay, Ohio, VOR; INT of the Findlay VOR 128° and the Appleton VOR 310° radials; Appleton, Ohio, VOR; Zanesville, Ohio, VOR; Morgantown, W. Va., VOR; Front Royal, Va., VOR; INT of the Front Royal VOR 112° and the Washington TVOR 245° radials; to the Washington, D.C., TVOR.

§ 600.6145 VOR Federal airway No. 145 (Utica, N.Y., to the United States-Canadian Border).

From the Utica, N.Y., VOR via the INT of the Utica VOR 303° and the Watertown VOR 171° radials; Watertown, N.Y., VOR; to the United States-Canadian Border via the Watertown VOR 360° radial.

§ 600.6146 VOR Federal airway No. 146 (Wilkes-Barre, Pa., to Providence, R.I.).

From the Wilkes-Barre-Scranton, Pa., omnirange station via the Huguenot, N.Y., omnirange station; point of intersection of the Wilton, Conn., omnirange 295° and the Poughkeepsie omnirange 236° radials; Poughkeepsie, N.Y., omnirange station; Putnam, Conn., omnirange station; to the Providence, R.I., omnirange station.

§ 600.6147 VOR Federal airway No. 147 (Philadelphia, Pa., to Rochester, N.Y.).

From the Philadelphia, Pa., International Airport ILS localizer via the Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station, including an east alternate from the Philadelphia International Airport ILS localizer to the Allentown omnirange station via the point of intersection of the Pottstown omnirange 143° True and the Allentown omnirange 173° True radials; intersection of the Allentown omnirange 329° True and the Elmira omnirange 134° True radials; Elmira, N.Y., omnirange station; Geneseo, N.Y., omnirange station; Rochester, N.Y., omnirange station.

§ 600.6148 VOR Federal airway No. 148 (Denver, Colo., to Minneapolis, Minn.).

From the Denver, Colo., VOR via the INT of the Denver VOR 183° and the Kiowa, Colo., VOR 268° radials; Kiowa, Colo., VOR; Thurman, Colo., VOR; Hayes Center, Nebr., VOR; North Platte, Nebr., VOR; O'Neill, Nebr., VOR; Sioux Falls, S. Dak., VOR; Redwood Falls, Minn., VOR, including a south alternate; to the Minneapolis, Minn., VOR.

§ 600.6149 VOR Federal airway No. 149 (Allentown, Pa., to Utica, N.Y.).

From the Allentown, Pa., VOR via the INT of the Allentown VOR 329° and the Binghamton VOR 167° radials; Binghamton, N.Y., VOR; to the point of INT of the Binghamton VOR 023° with the Syracuse, N.Y., VOR direct radial to the Utica, N.Y., VOR.

§ 600.6150 VOR Federal airway No. 150 (San Francisco, Calif., to Sacramento, Calif.).

From the San Francisco, Calif., TVOR via the INT of the San Francisco TVOR 304° and the Sausalito VOR 232° radials; to the Sausalito, Calif., VOR; Sacramento, Calif., VOR.

§ 600.6151 VOR Federal airway No. 151 (Providence, R.I., to Lebanon, N.H.).

From the Providence, R.I., VOR; via the Gardner, Mass., VOR; Keene, N.H., VOR; to the Lebanon, N.H., VOR.

§ 600.6152 VOR Federal airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).

From the Tampa, Fla., omnirange station via the Orlando, Fla., omnirange station, including a north alternate via the intersection of the Tampa omnirange 039° True and the Orlando omnirange 258° True radials and also a south alternate via the Lakeland, Fla., omnirange station; to the Daytona Beach, Fla., omnirange station, including a north alternate via the intersection of the Orlando omnirange 354° and the Daytona Beach omnirange 219° radials and also a south alternate via the intersection of the Orlando omnirange 049° and the Daytona Beach 161° radials.

§ 600.6153 VOR Federal airway No. 153 (New York, N.Y., to Syracuse, N.Y.).

From the point of INT of the Stillwater VOR direct radial to the Idlewild, N.Y., VOR with the Solberg, N.J., VOR direct radial to the INT of the Wilkes-Barre-Scranton VOR 117° and the Wilton, Conn., VOR 240° radials via the Stillwater, N.J., VOR; Wilkes-Barre-Scranton, Pa., VOR; point of INT of the DeLancey, N.Y., VOR 289° radial with the Binghamton, N.Y., VOR direct radial to the Rockdale, N.Y., VOR; to the Syracuse, N.Y., VOR.

§ 600.6154 VOR Federal airway No. 154 (Meridian, Miss., to Savannah, Ga.).

From the Meridian, Miss., VOR via the INT of the Meridian VOR 089° and the Montgomery VOR 282° radials; Montgomery, Ala., VOR; Tuskegee, Ala., VOR; INT of the Tuskegee VOR 078° and the Columbus VOR 255° radials; Columbus, Ga., VOR, including a south alternate via the INT of the Montgomery VOR 088° radial and the Columbus VOR direct radial to the Eufaula, Ala., VOR; Macon, Ga., VOR; to the Savannah, Ga., VOR, including a north alternate from the point of INT of the Savannah VOR 284° and the Allendale, S.C. VOR 216° radials to the Savannah VOR via the point of INT of the Savannah VOR 305° and the Allendale VOR 216° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Fort Benning Restricted Area (R–129) is excluded during this restricted area's time of designation.

§ 600.6155 VOR Federal airway No. 155 (Augusta, Ga., to Washington, D.C.).

From the Augusta, Ga., VOR via the Chesterfield, S.C., VOR; point of INT of the Raleigh VOR 220° and the Florence, S.C., VOR 008° radials; Raleigh, N.C., VOR; Lawrenceville, Va., VOR; INT of the Lawrenceville VOR direct radial to the Richmond, Va., VOR with the Flat Rock VOR 171° radials; Flat Rock, Va., VOR; Gordonsville, Va., VOR; to the Casanova, Va., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Pickett Restricted Area (R–44) is excluded during this restricted area's time of designation.

§ 600.6156 VOR Federal airway No. 156 (Elkins, W. Va., to Richmond, Va.).

From the Elkins, W. Va., VOR via the Gordonsville, Va., VOR; to the Richmond, Va., VOR.

§ 600.6157 VOR Federal airway No. 157 (Key West, Fla., to Washington, D.C.).

From the Key West, Fla., VOR via the Miami, Fla., VOR; La Belle, Fla., VOR, including a west alternate from the point of INT of the Miami VOR 221° and the Fort Myers, Fla., VOR 134° radials via the point of INT of the Fort Myers VOR 134° and the La Belle VOR 162° radials to the La Belle, Fla., VOR; Lakeland, Fla., VOR; Ocala, Fla., VOR; Gainesville, Fla., VOR; INT of the Gainesville VOR 353° and the Alma VOR 179° radials; Alma, Ga., VOR; Allendale, S.C., VOR; INT of the Allendale VOR 074° and the Florence VOR 218° radials; to the Florence, S.C., VOR. From the Wilmington, N.C., VOR via the INT of the Wilmington VOR 014° and the Rocky Mount VOR 169° radials; Rocky Mount, N.C., VOR; Lawrenceville, Va., VOR; Richmond, Va., VOR; to the Washington, D.C., TVOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Pickett Restricted Area (R–44) is excluded during this restricted area's time of designation. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Key West Warning Area (W–173) is excluded during this warning area's established time of use. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Dahlgren (West) Restricted Area (R–38) and the Camp A. P. Hill Restricted Area (R–40) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 600.6158 VOR Federal airway No. 158 (Waterloo, Iowa, to Polo, Ill.).

From the Waterloo, Iowa, omnirange station via Dubuque, Iowa, omnirange station; to the Polo, Ill., omnirange station.

§ 600.6159 VOR Federal airway No. 159 (Miami, Fla., to Birmingham, Ala.).

From the Miami, Fla., VOR via the INT of the Miami VOR 346° and the West Palm Beach VOR 219° radials; West Palm Beach, Fla., VOR; Vero Beach, Fla., VOR; Orlando, Fla., VOR, including an east alternate from the Vero Beach VOR to the Orlando VOR via the INT of the Vero Beach VOR 342° and the Orlando VOR 123° radials and also a west alternate from the West Palm Beach VOR to the Orlando VOR via the INT of the West Palm Beach VOR 314° and the Orlando VOR 162° radials; Ocala, Fla., VOR; Gainesville, Fla., VOR; point of INT of the Cross City, Fla., VOR 333° and the Valdosta, Ga., VOR 233° radials; Albany, Ga., VOR, including a west alternate from the Orlando VOR to the Albany VOR via the Ocala VOR, the Cross City, Fla., VOR and the point of INT of the Tallahassee, Fla., VOR 091° with the Cross City, Fla., VOR 333° radials; Eufaula, Ala., VOR; Tuskegee, Ala., VOR; to the Birmingham, Ala., VOR.

§ 600.6160 VOR Federal airway No. 160 (Denver, Colo., to Sidney, Nebr.).

From the Denver, Colo., omnirange station to the Sidney, Nebr., omnirange station.

§ 600.6161 VOR Federal airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.).

From the Fort Worth, Tex., VOR via the INT of the Fort Worth VOR 318° and the Ardmore VOR 192° radials; Ardmore, Okla., omnirange station; Okmulgee, Okla., omnirange station; Tulsa, Okla., omnirange station; Butler, Mo., omnirange station; Blue Springs, Mo., omnirange station; INT of the Blue Springs VOR 106° and the Lamoni VOR 174° radials; Lamoni, Iowa, omnirange station; Des Moines, Iowa, omnirange station; Newton, Iowa, omnirange station; Waterloo, Iowa, omnirange station, including a west alternate from the Des Moines omnirange to the Waterloo omnirange via the intersection of the Des Moines omnirange 023° and the Waterloo omnirange 241° radials; Rochester, Minn., VOR; INT of the Rochester VOR 346° radial and the Minneapolis-St. Paul International Airport ILS localizer 121° course; Minneapolis-St. Paul, Minn., International Airport ILS localizer; INT of the Minneapolis-St. Paul International Airport ILS localizer 301° course and the Alexandria VOR 139° radial; to the Alexandria, Minn., VOR. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Lake City Restricted Area (R–307) are excluded during its time of designation.

§ 600.6162 VOR Federal airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).

From the Harrisburg, Pa., VOR via the point of INT of the Harrisburg, Pa., VOR 073° and the Tower City, Pa., VOR 128° radials; Allentown, Pa., VOR, including a south alternate from the Harrisburg VOR to the Allentown VOR via the point of INT of the Lancaster, Pa., VOR direct radial to the Allentown VOR with the Pottstown, Pa., VOR 275° radial.

§ 600.6163 VOR Federal airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).

That airspace over U.S. territory from the Brownsville, Tex., omnirange station via the intersection of the Brownsville omnirange 339° True and the Alice omnirange 171° True radials; Alice, Tex., omnirange station; intersection of the Alice omnirange 350° True and the San Antonio omnirange 167° True radials; San Antonio, Tex., omnirange station, including a west alternate via the intersection of the Alice omnirange 334° and the San Antonio omnirange 183° radials; intersection of the San Antonio omnirange 002° True and the Lometa omnirange 173° True radials; Lometa, Tex., VOR, including a west alternate from the San Antonio VOR to the Lometa VOR via the INT of the San Antonio VOR 334° and the Llano VOR 180° radials and the Llano, Tex., VOR; Mineral Wells, Tex., VOR; INT of the Mineral Wells VOR 355° and the Bridgeport VOR 224° radials; Bridgeport, Tex., VOR; Ardmore, Okla., omnirange station; intersection of the Ardmore omnirange 342° and the Oklahoma City omnirange 154° radials; to the Oklahoma City, Okla., omnirange station, including a west alternate via the intersection of the Ardmore omnirange 327° and the Oklahoma City omnirange 180° radials and also an east alternate via the point of intersection of the Oklahoma City omnirange 107° and the Tulsa, Okla., omnirange 228° radials. The portions of this airway which conflict with the Corpus Christi Restricted Area (R–277) are excluded.

§ 600.6164 VOR Federal airway No. 164 (Buffalo, N.Y., to New York, N.Y.).

From the Buffalo, N.Y., omnirange station via the Wellsville, N.Y., omnirange station; Stonyfork, Pa., omnirange station; Williamsport, Pa., omnirange station; point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; to the Stroudsburg, Pa., omnirange station, including a south alternate from the Williamsport omnirange station to the Stroudsburg omnirange station via the intersection of the Williamsport omnirange 125° True and the Stroudsburg omnirange 270° True radials.

§ 600.6165 VOR Federal airway No. 165 (San Diego, Calif., to Long Beach, Calif.).

From the San Diego-Lindbergh, Calif., TVOR via the INT of the San Diego-Lindbergh TVOR 287° and the Oceanside VOR 177° radials; the Oceanside, Calif., VOR to the Long Beach, Calif., VOR.

§ 600.6166 VOR Federal airway No. 166 (Martinsburg, W. Va., to New York, N.Y.).

From the Martinsburg, W. Va., VOR via the Westminster, Md., VOR; to the point of INT of the West Chester VOR 253° radial with the Lancaster, Pa., VOR direct radial to the Baltimore, Md., VOR. From the point of INT of the Philadelphia, Pa., International Airport ILS localizer 256° course and the West Chester, Pa., VOR 170° radial via the Philadelphia International Airport ILS localizer to the Colts Neck, N.J., VOR.

§ 600.6167 VOR Federal airway No. 167 (New York, N.Y., to Providence, R.I.).

From the point of INT of the Coyle, N.J., VOR 058° and the Idlewild VOR 195° radials via the Idlewild, N.Y., VOR; Hartford, Conn., VOR; INT of the Hartford VOR 076° and the Providence VOR 270° radials; to the Providence, R.I., VOR.

§ 600.6168 VOR Federal airway No. 168 (Rock River, Wyo., to O'Neill, Nebr.).

From the Rock River, Wyo., VOR via the Scottsbluff, Nebr., VOR; to the O'Neill, Nebr., VOR.

§ 600.6169 VOR Federal airway No. 169 (Tobe, Colo., to Rapid City, S. Dak.).

From the Tobe, Colo., VOR via the Hugo, Colo., VOR; Thurman, Colo., VOR; Arkon, Colo., VOR; Sidney, Nebr., VOR; Scottsbluff, Nebr., VOR; Chadron, Nebr., VOR; to the Rapid City, S. Dak., VOR, including an east alternate. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Scenic Restricted Area (R–190) is excluded during its time of designation.

§ 600.6170 VOR Federal airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.).

From the Milwaukee, Wis., VOR via the INT of the Milwaukee, VOR 102°

and the Pullman VOR 303° radials; Pullman, Mich., VOR; to the Salem, Mich., VOR. From the Erie, Pa., VOR via the Bradford, Pa., VOR; Selinsgrove, Pa., VOR; Tower City, Pa., VOR; the point of INT of the Lancaster, Pa., VOR direct radial to the Allentown, Pa., VOR with the Pottstown, Pa., VOR 275° radial; to the West Chester, Pa., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Indiantown Gap Restricted Area (R-69) is excluded during this restricted area's time of designation.

§ 600.6171 VOR Federal airway No. 171 (Louisville, Ky., to Alexandria, Minn.).

From the Louisville, Ky., VOR via the Scotland, Ind., VOR; Terre Haute, Ind., VOR; Peotone, Ill., VOR; Joliet, Ill., VOR; Rockford, Ill., VOR; Lone Rock, Wis., VOR; Nodine, Minn., VOR; INT of the Nodine VOR 295° and the Farmington VOR 124° radials; Farmington, Minn., VOR; INT of the Farmington VOR 304° and the Alexandria VOR 139° radials; to the Alexandria, Minn., VOR.

§ 600.6172 VOR Federal airway No. 172 (Denver, Colo., to South Bend, Ind.).

From the Denver, Colo., VOR via the point of INT of the Denver VOR 061° and the Hayes Center, Nebr., VOR 276° radials; point of INT of the Hayes Center VOR 276° and the North Platte VOR 245° radials; North Platte, Nebr., VOR; INT of the North Platte VOR 072° and the Wolbach, Nebr., VOR 266° radials; Wolbach, Nebr., VOR; Neola, Iowa, VOR, including a north alternate; Newton, Iowa, VOR, including a north alternate; Cedar Rapids, Iowa, VOR, including a south alternative via the INT of the Newton VOR 099° and the Cedar Rapids VOR 238° radials; Polo, Ill., VOR; INT of the Polo VOR 088° and the Chicago (O'Hare) VOR 269° radials; Chicago, Ill. (O'Hare) VOR; INT of the Chicago (O'Hare) VOR 078° and the South Bend VOR 314° radials; to the South Bend, Ind., VOR.

§ 600.6173 VOR Federal airway No. 173 (Springfield, Ill., to Chicago, Ill.).

From the Springfield, Ill., VOR via the Roberts, Ill., VOR; point of INT of the Roberts VOR 008° radial and the Joliet, Ill., VOR direct radial to the Kedzie RBN; to the Kedzie, Ill., RBN.

§ 600.6174 VOR Federal airway No. 174 (Vichy, Mo., to Washington, D.C.).

From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 069° and the Troy omnirange 246° radials; Troy, Ill., omnirange station; Bible Grove, Ill., omnirange station; Scotland, Ind., omnirange station; Louisville, Ky., omnirange station; Falmouth, Ky., VOR; York, Ky., omnirange station; Henderson, W. Va., omnirange station; Elkins, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° and the Washington terminal omnirange 245° radials; to the Washington, D.C., terminal omnirange station.

§ 600.6175 VOR Federal airway No. 175 (Vichy, Mo., to Columbia, Mo.).

From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 321° True and the Columbia omnirange 209° True radials; to the Columbia, Mo., omnirange station.

§ 600.6176 VOR Federal airway No. 176 (Memphis, Tenn., to Birmingham, Ala.).

From the Memphis, Tenn., VOR via the Holly Springs, Miss., VOR, including a south alternate via the INT of the Memphis VOR 168° and the Holly Springs VOR 294° radials; Birmingham, Ala., VOR, including a north alternate via the INT of the Holly Springs VOR 099° and the Birmingham VOR 313° radials.

§ 600.6177 VOR Federal airway No. 177 (Fort Wayne, Ind., to Janesville, Wis.).

From the Fort Wayne, Ind., VORTAC via the point of intersection of the Chicago Heights omnirange 140° radial with the Peotone omnirange direct radial to the Fort Wayne VORTAC; to the Chicago Heights, Ill., omnirange station. From the Naperville, Ill., omnirange station to the Janesville, Wis., omnirange station.

§ 600.6178 VOR Federal airway No. 178 (Farmington, Mo., to Paducah, Ky.).

From the Farmington, Mo., omnirange station to the Paducah, Ky., omnirange station, including a south alternate.

§ 600.6179 VOR Federal airway No. 179 (Paducah, Ky., to Bible Grove, Ill.).

From the Paducah, Ky., VOR via the Centralia, Ill., VOR; INT of the Centralia VOR 056° and the Bible Grove VOR 219° radials; to the Bible Grove, Ill., VOR.

§ 600.6180 VOR Federal airway No. 180 (Austin, Tex., to Galveston, Tex.).

From the Austin, Tex., omnirange station via the intersection of the Austin omnirange 134° True and the Eagle Lake omnirange 291° True radials; Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6181 VOR Federal airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).

From the Sioux Falls, S. Dak., omnirange station to the Watertown, S. Dak., omnirange station.

§ 600.6182 VOR Federal airway No. 182 (Portland, Oreg., to Chadron, Nebr.).

From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station, including a north alternate; to the Baker, Oreg., omnirange station. From the Douglas, Wyo., omnirange station to the Chadron, Nebr., omnirange station.

§ 600.6183 VOR Federal airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).

From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6184 VOR Federal airway No. 184 (Erie, Pa., to Philipsburg, Pa.).

From the Erie, Pa., omnirange station via the point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; to the Philipsburg, Pa., omnirange station.

§ 600.6185 VOR Federal airway No. 185 (Savannah, Ga., to Knoxville, Tenn.).

From the Savannah, Ga., VOR via the INT of the Savannah VOR 321° and the Augusta VOR 157° radials, including a west alternate from the Savannah VOR to the point of INT of the Savannah VOR 321° and the Allendale, S.C., VOR 216° radials via the point of INT of the Savannah VOR 305° and the Allendale, S.C., VOR 216° radials; Augusta, Ga., VOR; Spartanburg, S.C., VOR; Asheville, N.C., VOR, including a west alternate from the Augusta VOR to the Asheville VOR via the INT of the Augusta VOR 345° radials and the Greenville ILS localizer south course, the Greenville, S.C., ILS localizer, and the INT of the Greenville ILS localizer north course and the Asheville VOR 189° radial; INT of the Asheville VOR 300° and the Knoxville VOR 069° radials; to the Knoxville, Tenn., VOR, including an east alternate from the Asheville VOR to the Knoxville VOR via the INT of the Asheville VOR 329° and the Knoxville VOR 069° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Gordon Restricted Area (R-124) is excluded during this restricted area's time of designation.

§ 600.6186 VOR Federal airway No. 186 (St. Louis, Mo., to Vandalia, Ill.).

From the St. Louis, Mo., omnirange station via the intersection of the St. Louis omnirange 032° True and the Vandalia omnirange 273° True radials; to the Vandalia omnirange station.

§ 600.6187 VOR Federal airway No. 187 (Albuquerque, N. Mex., to Billings, Mont.).

From the Albuquerque, N. Mex., VOR via the Farmington, N. Mex., VOR; Grand Junction, Colo., VOR, including a west alternate from the Farmington VOR to the Grand Junction VOR via the Dove Creek, Colo., VOR; to the Rock Springs, Wyo., VOR. From the Boysen Reservoir, Wyo., VOR to the Billings, Mont., VOR.

§ 600.6188 VOR Federal airway No. 188 (Detroit, Mich., to New York, N.Y.).

That airspace over the United States territory from the Carleton, Mich., VOR via the Jefferson, Ohio, VOR; point of INT of the Bradford, Pa., VOR 260° and the Fitzgerald VOR 304° radials; Fitzgerald, Pa., VOR; Williamsport, Pa., VOR; point of INT of the Allentown, Pa., VOR 329° and the Wilkes-Barre-Scranton, Pa., VOR 224° radials; to the Stroudsburg, Pa., VOR.

§ 600.6189 VOR Federal airway No. 189 (Rocky Mount, N.C., to Franklin, Va.).

From the Rocky Mount, N.C., VOR to the Franklin, Va., VOR.

§ 600.6190 VOR Federal airway No. 190 (Phoenix, Ariz., to Evansville, Ind.).

From the Phoenix, Ariz., omnirange station via the St. Johns, Ariz., omnirange station; Grants, N. Mex., omnirange; intersection of the Grants omnirange 067° and the Santa Fe omnirange 253° radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Dalhart, Tex., omnirange station; Gage, Okla., omnirange station; intersection of the Gage omnirange 059° and the Ponca City omnirange 280° radials; Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° and the Springfield omnirange 261° radials; Springfield, Mo., VOR; Maples, Mo., VOR; Farmington, Mo., VOR; to the Evansville, Ind., VOR.

§ 600.6191 VOR Federal airway No. 191 (Memphis, Tenn., to Milwaukee, Wis.).

From the Memphis, Tenn., VOR via the Walnut Ridge, Ark., VOR; Farmington, Mo., VOR; INT of the Farmington VOR 351° and the Troy VOR 230° radials; Troy, Ill., VOR; Decatur, Ill., VOR; Roberts, Ill., VOR; point of INT of the Roberts VOR 008° and the Joliet, Ill., VOR direct radial to the Kedzie, Ill., RBN. From the Chicago, Ill. (O'Hare) VOR via the INT of the Chicago (O'Hare) VOR 019° radials and the Milwaukee VOR 137° radials; to the Milwaukee, Wis., VOR.

§ 600.6192 VOR Federal airway No. 192 (Zuni, N. Mex., to Tucumcari, N. Mex.).

From the Zuni, N. Mex., omnirange station via the Socorro, N. Mex., omnirange station; Corona, N. Mex., omnirange station to the Tucumcari, N. Mex., omnirange station.

§ 600.6193 VOR Federal airway No. 193 (Keeler, Mich., to Sault Ste. Marie, Mich.).

From the Keeler, Mich., VOR via the Pullman, Mich., VOR; Grand Rapids, Mich., Kent County Airport ILS OM; White Cloud, Mich., VOR; Traverse City, Mich., VOR; INT of the Traverse City VOR 018° and the Sault Ste. Marie VOR 214° radials; to the Sault Ste. Marie, Mich., VOR.

§ 600.6194 VOR Federal airway No. 194 (Lafayette, La., to Norfolk, Va.).

From the Lafayette, La., omnirange station via the Baton Rouge, La., omnirange station; McComb, Miss., omnirange station; to the Meridian, Miss., omnirange station. From the point of intersection of the Royston omnirange 270° True and the Norcross, Ga., omnirange 054° True radials via the Royston, Ga., omnirange station; point of intersection of the Royston omnirange 074° True and the Spartanburg, S.C., omnirange 148° True radials; Charlotte, N.C., omnirange station; Raleigh, N.C., VOR, Rocky Mount, N.C., VOR, including a north alternate via the INT of the Raleigh VOR 037° and the Rocky Mount VOR 283° radials; Cofield, N.C., VOR; to the Norfolk, Va., VOR.

§ 600.6195 VOR Federal airway No. 195 (Oakland, Calif., to Fortuna, Calif.).

From the Oakland, Calif., VOR via the INT of the Oakland VOR 004° and the Williams VOR 191° radials; Williams Calif., VOR; INT of the Williams VOR 002° and the Red Bluff VOR 158° radials; Red Bluff, Calif., VOR; to the Fortuna, Calif., VOR.

§ 600.6196 VOR Federal airway No. 196 (Tupper Lake, N.Y., to Plattsburgh, N.Y.).

From the point of intersection of the Plattsburgh, N.Y., omnirange station 236° with the Massena, N.Y., omnirange direct radial to the Albany, N.Y., omnirange station to the Plattsburgh, N.Y., omnirange station.

§ 600.6197 VOR Federal airway No. 197 (Las Vegas, N. Mex., to Pueblo, Colo.).

From the Las Vegas, N. Mex., omnirange station to the Pueblo, Colo., omnirange station.

§ 600.6198 VOR Federal airway No. 198 (San Simon, Ariz., to Houston, Tex.).

From the San Simon, Ariz., VOR via the point of INT of the San Simon VOR 124° radial with the Cochise, Ariz., VOR direct radial to the Columbus, N. Mex., VOR; Columbus, N. Mex., VOR; El Paso, Tex., VOR; INT of the El Paso VOR 132° and the Hudspeth VOR 272° radials; Hudspeth, Tex., VOR; INT of the Hudspeth VOR 117° and the Fort Stockton, VOR 274° radials; Fort Stockton, Tex., VOR; Rock Springs, Tex., VOR; point of INT of the Rock Springs VOR 090° with the San Antonio VOR direct radial to the Junction, Tex., VOR; San Antonio, Tex., VOR; Eagle Lake, Tex., VOR; INT of the Eagle Lake VOR 091° and the Houston VOR 271° radials; to the Houston, Tex., VOR.

§ 600.6199 VOR Federal airway No. 199 (San Francisco, Calif., to Ukiah, Calif.).

From the San Francisco, Calif., terminal omnirange station via the intersection of the San Francisco terminal omnirange 304° and the Ukiah omnirange 172° radials; to the Ukiah, Calif., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tomales Point Restricted Area (R-519) is excluded during the time of designation of this restricted area.

§ 600.6200 VOR Federal airway No. 200 (Ukiah, Calif., to Kremmling, Colo.).

From the Ukiah, Calif., VOR via the Williams, Calif., VOR; to the Reno, Nev., VOR. From the Delta, Utah, VOR via the INT of the Delta VOR 004° and the Provo VOR 257° radials; Provo, Utah, VOR; Myton, Utah, VOR; Meeker, Colo., VOR; to the Kremmling, Colo., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Deseret Restricted Area (R-514) is excluded during this restricted area's time of designation.

§ 600.6201 VOR Federal airway No. 201 (Los Angeles, Calif., to Palmdale, Calif.).

From the point of INT of the Los Angeles VOR 207° and the Long Beach, Calif., VOR 250° radials; via the Los Angeles, Calif., VOR; to the Palmdale, Calif., VOR.

§ 600.6202 VOR Federal airway No. 202 (Tucson, Ariz., to Truth or Consequences, N. Mex.).

From the Tucson, Ariz., radio range station via the point of intersection of a straight line bearing 157° True from the Tucson radio range station with the Cochise omnirange 257° True radial; Cochise, Ariz., omnirange station; San Simon, Ariz., omnirange station; to the Truth or Consequences, N. Mex., omnirange station.

§ 600.6203 VOR Federal airway No. 203 (Norwich, Conn., to Massena, N.Y.).

From the Norwich, Conn., omnirange station via the Chester, Mass., omnirange station; point of intersection of the Poughkeepsie, N.Y., omnirange 007° True and the Albany omnirange 140° True radials; Albany, N.Y., omnirange station; to the Massena, N.Y., omnirange station.

§ 600.6204 VOR Federal airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).

From the Hoquiam, Wash., omnirange station to the Olympia, Wash., omnirange station, excluding the airspace above 14,500 feet above mean sea level.

§ 600.6205 VOR Federal airway No. 205 (Springfield, Mo., to Sioux City, Iowa).

From the Springfield, Mo., omnirange station via the Blue Springs, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 316° and the Blue Springs omnirange 178° radials; Kansas City, Mo., omnirange station; St. Joseph, Mo., omnirange station; intersection of the St. Joseph omnirange 343° and the Neola omnirange 157° radials; intersection of the Neola omnirange 157° and the Omaha omnirange 124° radials; Omaha, Nebr., omnirange station; to the Sioux City, Iowa, omnirange station, including a west alternate via the intersection of the Omaha omnirange 320° and the Sioux City omnirange 175° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Lake City Restricted Area (R-307) is excluded during its time of designation.

§ 600.6206 VOR Federal airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).

From the Blue Springs, Mo., omnirange station via the intersection of the Blue Springs omnirange 056° True and the Kirksville omnirange 225° True radials; to the Kirksville, Mo., omnirange station. The portion of this airway which overlaps the Lake City Restricted Area (R-307) is excluded.

§ 600.6207 VOR Federal airway No. 207 (Denver, Colo., to Egbert, Wyo.).

From the Denver, Colo., omnirange station to the point of intersection of the Denver omnirange 016° True and the Cheyenne omnirange 098° True radials.

§ 600.6208 VOR Federal airway No. 208 (Los Angeles, Calif., to Peach Springs, Ariz.).

From the Los Angeles, Calif., VOR via the INT of the Los Angeles VOR 185° and the Oceanside VOR 280° radials; Oceanside, Calif., VOR; point of INT of the Oceanside VOR 101° and the San Diego-Lindbergh Field, Calif., TVOR 044° radials; Thermal, Calif., VOR; Twenty-nine Palms, Calif., VOR; Needles, Calif., VOR; to the Peach Springs, Ariz., VOR.

§ 600.6209 VOR Federal airway No. 209 (Mobile, Ala., to Tuscaloosa, Ala.).

From the Mobile, Ala., omnirange station via the intersection of the Mobile 005° and the Meridian, Miss., omnirange 089° radials; to the Tuscaloosa, Ala., omnirange station.

§ 600.6210 VOR Federal airway No. 210 (Los Angeles, Calif., to Imperial, Pa.).

From the point of INT of the Los Angeles VOR 236° and the Long Beach, Calif., VOR 266° radials via the Los Angeles, Calif., VOR; point of INT, of the Los Angeles VOR 057° and the Daggett VOR 235° radials; point of INT of the Daggett VOR 235° and the Hector VOR 265° radials; Hector, Calif., VOR; Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Alamosa, Colo., omnirange station, including a south alternate via the intersection of the Farmington omnirange 090° and the Alamosa omnirange 232° radials; to the Pueblo, Colo., VORTAC, including a south alternate via the intersection of the Alamosa omnirange 075° and the Pueblo VORTAC 203° radials. From the Kansas City, Mo., omnirange station via the Marshall, Mo., VORTAC; Columbia, Mo., omnirange station, including a north alternate via the intersection of the Kansas City omnirange 076° and the Columbia omnirange 292° radials; St. Louis, Mo., omnirange station, including a north alternate; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° and the Indianapolis omnirange 230° radials; point of intersection of the Indianapolis 069° and the Fort Wayne, Ind., omnirange 187° radials; Sidney, Ohio, omnirange station; Tiverton, Ohio, VOR; to the Imperial, Pa., VOR.

§ 600.6211 VOR Federal airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.).

From the Fort Stockton, Tex., omnirange station via the point of intersection of the Rock Springs omnirange 308° True radial with the Fort Stockton omnirange direct radial to the Junction, Tex., omnirange station; Rock Springs, Tex., omnirange station; point of intersection of the Rock Springs omnirange 133° True radial with the Cotulla omnirange direct radial to the Junction, Tex., omnirange station; to the Cotulla, Tex., omnirange station.

§ 600.6212 VOR Federal airway No. 212 (Ukiah, Calif., to Reno, Nev.).

From the Ukiah, Calif., omnirange station via the intersection of the Ukiah omnirange 172° True and the Williams VOR 243° radials; Williams, Calif., omnirange station; point of intersection of the Williams omnirange 104° True and the Sacramento, Calif., omnirange 055° Tru radials; point of intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; to the Reno, Nev., omnirange station.

§ 600.6213 VOR Federal airway No. 213 (Myrtle Beach, S.C., to Tappahannock, Va.).

From the Myrtle Beach, S.C., VOR via the INT of the Myrtle Beach VOR 033° and the Rocky Mount VOR 191° radials; Rocky Mount, N.C., VOR; Hopewell, Va., VOR; to the point of INT of the Hopewell VOR 019° radial with the Brooke, Va., VOR direct radial to the Cape Charles, Va., VOR.

§ 600.6214 VOR Federal airway No. 214 (Columbus, Ohio, to Pittsburgh, Pa.).

From the Columbus, Ohio, Port Columbus Airport ILS localizer via the Zanesville, Ohio, VOR; INT of the Zanesville VOR 088° and the Pittsburgh VOR 244° radials; to the Pittsburgh, Pa., VOR.

§ 600.6215 VOR Federal airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).

From the Muskegon, Mich., omnirange station to the White Cloud, Mich., omnirange station.

§ 600.6216 VOR Federal airway No. 216 (Lamar, Colo., to Saginaw, Mich.).

From the Lamar, Colo., VOR via the Hill City, Kans., VOR; Mankato, Kans., VOR; Pawnee City, Nebr., VOR; Lamoni, Iowa, VOR; Ottumwa, Iowa, VOR; to the Iowa City, Iowa, VOR. From the Janesville, Wis., VOR via the INT of the Janesville VOR 076° and the Muskegon VORTAC 252° radials; Muskegon, Mich., VORTAC; to the Saginaw, Mich., VOR.

§ 600.6217 VOR Federal airway No. 217 (Chicago, Ill., to Green Bay, Wis.).

From the Chicago Ill., (O'Hare), VOR via the INT of the Chicago (O'Hare) VOR 019° and the Milwaukee, Wis., VOR 137° radials; point of INT of the Milwaukee VOR 137° with the Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, Wis., (General Mitchell Field) ILS localizer; INT of the Milwaukee (General Mitchell Field) ILS localizer back course and the Green Bay VOR 165° radial; to the Green Bay, Wis., VOR.

§ 600.6218 VOR Federal airway No. 218 (Chicago, Ill., to Flint, Mich.).

From the point of INT of the Rockford, Ill., VOR 136° and the Naperville VOR 290° radials via the Naperville, Ill., VOR; Keeler, Mich., VOR; Lansing, Mich., VOR; to the Flint, Mich., VOR.

§ 600.6219 VOR Federal airway No. 219 (Hayes Center, Nebr., to Wolbach, Nebr.).

From the Hayes Center, Nebr., VOR via the INT of the Hayes Center VOR 059° and the Wolbach VOR 251° radials; to the Wolbach, Nebr., VOR.

§ 600.6220 VOR Federal airway No. 220 (Kremmling, Colo., to Hayes Center, Nebr.).

From the Kremmling, Colo., VOR via the point of INT of the Kremmling VOR 081° and the Denver VOR 334° radials; Akron, Colo., VOR; to the Hayes Center, Nebr., VOR.

§ 600.6221 VOR Federal airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).

That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 050° True and the Salem omnirange 257° True radials; Salem, Mich., omnirange station; intersection of the Salem omnirange 079° True and the Erie omnirange 294° True radials; to the Erie, Pa., omnirange station.

§ 600.6222 VOR Federal airway No. 222 (El Paso, Tex., to Gordonsville, Va.).

From the El Paso, Tex., VOR via the Salt Flat, Tex., VOR; Culberson, Tex., VOR; Fort Stockton, Tex., VOR; Junction, Tex., VOR; point of INT of the San Antonio VOR 334° and the Llano, Tex., VOR 180° radials; San Antonio, Tex., VOR; point of INT of the Austin, Tex., VOR 109° and the College Station, Tex., VOR 202° radials; Houston, Tex., VOR; Beaumont, Tex., VOR; Lake Charles, La., VOR, including a north alternate from the Houston VOR to the Lake Charles VOR via the INT of the Houston VOR 044° and the Lake Charles VOR 273° radials; INT of the Lake Charles VOR 058° and the McComb VOR 251° radials; to the McComb, Miss., VOR. From the Norcross, Ga., VOR via the INT of the Norcross VOR 014° and the Toccoa VOR 233° radials; Toccoa, Ga., VOR; Asheville, N.C., VOR; Hickory, N.C., VOR; Lynchburg, Va., VOR; Gordonsville, Va., VOR.

§ 600.6223 VOR Federal airway No. 223 (Herndon, Va., to Harrisburg, Pa.).

From the Herndon, Va., omnirange station to the Harrisburg, Pa., omnirange station.

§ 600.6224 VOR Federal airway No. 224 (Detroit, Mich., to United States-Canadian Border).

That airspace over United States territory from the Carleton, Mich., omnirange station to the point of intersection of the Carleton omnirange 076° True and the Erie, Pa., omnirange 280° True radials.

§ 600.6225 VOR Federal airway No. 225 (Key West, Fla., to Vero Beach, Fla.).

From the Key West, Fla., omnirange station via the Fort Myers, Fla., omnirange station; La Belle, Fla., omnirange station; to the Vero Beach, Fla., omnirange station. The portions of this airway above 20,000 feet above mean sea level, which overlap the Key West Warning Area (W-173), are excluded.

§ 600.6226 VOR Federal airway No. 226 (Williamsport, Pa., to New York, N.Y.).

From the Williamsport, Pa., omnirange station via the point of intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton, Pa., omnirange 238° True radials; Stillwater, N.J., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6227 VOR Federal airway No. 227 (Louisville, Ky., to Peotone, Ill.).

From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 310° and the Indianapolis omnirange 185° radials; Indianapolis, Ind., omnirange station; point of intersection of the Indianapolis omnirange direct radial to the Westpoint, Ind., omnirange station with the Lafayette omnirange 159° radial; Lafayette, Ind., omnirange station; intersection of the Lafayette 313° and the Peotone omnirange 153° radials; to the Peotone, Ill., omnirange station.

§ 600.6228 VOR Federal airway No. 228 (Northbrook, Ill., to South Bend, Ind.).

From the Northbrook, Ill., VOR to the South Bend, Ind., VOR.

§ 600.6229 VOR Federal airway No. 229 (Wilmington, N.C., to Cofield, N.C.).

From the Wilmington, N.C., omnirange station via the New Bern, N.C., omnirange station; to the Cofield, N.C., omnirange station. The portion of this airway above 5,500 feet above mean sea level within 60 miles of a point at latitude 34°54′30″ north, longitude 76°53′00″ west, is excluded daily from sunset to sunrise.

§ 600.6230 VOR Federal airway No. 230 (Salinas, Calif., to Fresno, Calif.).

From the Salinas, Calif, omnirange station via the Panoche, Calif., omnirange station; to the Fresno, Calif., omnirange station.

§ 600.6231 VOR Federal airway No. 231 (Missoula, Mont., to Ronan, Mont.).

From the Missoula, Mont., omnirange station to the point of intersection of the Missoula omnirange 354° True and the Mullan Pass., Mont., omnirange 089° True radials.

§ 600.6232 VOR Federal airway No. 232 (Cleveland, Ohio, to Stroudsburg, Pa.).

From the point of INT of the Cleveland, Ohio, VOR direct radial to the Jefferson, Ohio, VOR with the Chardon VOR 280° radial via the Chardon, Ohio, VOR; Fitzgerald, Pa., VOR; Keating, Pa., VOR; Milton, Pa., VOR; to the Stroudsburg, Pa., VOR.

§ 600.6233 VOR Federal airway No. 233 (Springfield, Ill., to Cedar Rapids, Iowa).

From the Springfield, Ill., omnirange station via the Peoria, Ill., omnirange station; Bradford, Ill., omnirange station; Cordova, Ill., omnirange station; to the Cedar Rapids, Iowa, omnirange station.

§ 600.6234 VOR Federal airway No. 234 (Anton Chico, N. Mex., to Hutchinson, Kans.).

From the Anton Chico, N. Mex., VOR via the INT of the Anton Chico VOR 067° and the Dalhart VOR 243° radials; Dalhart, Tex., VOR; Liberal, Kans., VOR; to the Hutchinson, Kans., VOR.

§ 600.6235 VOR Federal airway No. 235 (Provo, Utah, to Fort Bridger, Wyo.).

From the Provo, Utah, omnirange station to the Fort Bridger, Wyo., omnirange station.

§ 600.6236 VOR Federal airway No. 236 (Bonneville, Utah, to Ogden, Utah).

From the point of INT of the Bonneville, Utah, VOR 084° and the Ogden VOR 235° radials; to the Ogden, Utah, VOR.

§ 600.6237 VOR Federal airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).

From the Needles, Calif., omnirange station to the Mormon Messa, Nev., omnirange station.

§ 600.6238 VOR Federal airway No. 238 (Philipsburg, Pa., to Atlantic City, N.J.).

From the Philipsburg, Pa., VOR via the point of INT of the Philipsburg VOR direct radial to the Selinsgrove, Pa., VOR with the Williamsport, Pa., VOR 227° radial; Tower City, Pa., VOR; point of INT of the Lancaster, Pa., VOR direct radial to the Allentown, Pa., VOR with the Pottstown, Pa., VOR 275° radial; West Chester, Pa., VOR; point of INT of the West Chester VOR 120° radial and the Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N.J., VOR; to the point of INT of the Woodstown VOR 106° and the Coyle, N.J., VOR 203° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Indiantown Gap Restricted Area (R-69) is excluded during this restricted area's time of designation.

§ 600.6239 VOR Federal airway No. 239 (Wildwood, N.J., to Boothwyn, Pa.).

From the point of INT of the Coyle, N.J., VOR 203° and the Woodstown VOR 154° radials via the Woodstown, N.J., VOR; to the point of INT of the West Chester, Pa., VOR 120° radial and the Philadelphia, Pa., International Airport ILS localizer 256° course.

§ 600.6240 VOR Federal airway No. 240 (New Orleans, La., to Mobile, Ala.).

From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 100° and the Mobile omnirange 224° radials to the Mobile, Ala., omnirange station.

§ 600.6241 VOR Federal airway No. 241 (Crestview, Fla., to Atlanta, Ga.).

From the Crestview, Fla., omnirange station via the intersection of the Crestview omnirange 076° and the Dothan terminal omnirange 240° radials; Dothan, Ala., terminal omnirange station; Eufaula, Ala., omnirange station; Columbus, Ga., omnirange station; intersection of the Columbus omnirange 018° and the Atlanta omnirange 233° radials; to the Atlanta, Ga., omnirange station.

§ 600.6242 VOR Federal airway No. 242 (Mobile, Ala., to Brookley AFB, Ala.).

From the Mobile, Ala., omnirange station to the Brookley AFB, Ala, terminal omnirange station.

§ 600.6243 VOR Federal airway No. 243 (Chattanooga, Tenn., to Scotland, Ind.).

From the Chattanooga, Tenn., omnirange station via the Bowling Green, Ky., omnirange station; to the Scotland, Ind., omnirange.

§ 600.6244 VOR Federal airway No. 244 (Oakland, Calif., to Hanksville, Utah).

From the Oakland, Calif., VOR via the INT of the Oakland VOR 077° and the Modesto VOR 312° radials; Modesto, Calif., VOR; Coaldale, Nev., VOR; Tonopah, Nev., VOR; Wilson Creek, Nev., VOR; Milford Utah, VOR; to the Hanksville, Utah, VOR.

§ 600.6245 VOR Federal airway No. 245 (Goffs, Calif., to Las Vegas, Nev.).

From the Goffs, Calif., VOR via the INT of the Goffs VOR 030° and the Las Vegas VOR 157° radials; to the Las Vegas, Nev., VOR.

§ 600.6246 VOR Federal airway No. 246 (Sidney, Ohio, to Mansfield, Ohio).

From the Sidney, Ohio, VOR to the Mansfield, Ohio, VOR.

§ 600.6247 VOR Federal airway No. 247 (Scottsbluff, Nebr., to Crazy Woman, Wyo.).

From the Scottsbluff, Nebr., VOR via the Douglas, Wyo., VOR; to the Crazy Woman, Wyo., VOR.

§ 600.6248 VOR Federal airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).

From the Paso Robles, Calif., omnirange station via the Avenal, Calif., omnirange station; to the Bakersfield, Calif., omnirange station.

§ 600.6249 VOR Federal airway No. 249 (Sparta, N.J., to Utica, N.Y.).

From the Sparta, N.J., VOR via the Huguenot, N.Y., VOR; De Lancey, N.Y., VOR; Rockdale, N.Y., VOR; to the Utica, N.Y., VOR.

§ 600.6250 VOR Federal airway No. 250 (Imperial, Pa., to Clarion, Pa.).

From the Imperial, Pa., omnirange station via the Ellwood City, Pa., omnirange station to the Clarion, Pa., omnirange station.

§ 600.6251 VOR Federal airway No. 251 (Front Royal, Va., to Sparta, N.J.).

From the Front Royal, Va., VOR via the Martinsburg, W. Va., VOR; Lancaster, Pa., VOR; Pottstown, Pa., VOR; to the Sparta, N.J., VOR.

§ 600.6252 VOR Federal airway No. 252 (Buffalo, N.Y., to New York, N.Y.).

From the Buffalo, N.Y., omnirange station via the Geneseo, N.Y., omnirange station; Watkins Glen, N.Y., omnirange station; Binghamton, N.Y., omnirange station; point of intersection of the Binghamton omnirange 130° radial with the Wilkes-Barre-Scranton, Pa., omnirange direct radial to the point of intersection of the De Lancey, N.Y., omnirange 289° radial with the Binghamton, N.Y., omnirange direct radial to the Rockdale, N.Y., omnirange station; Huguenot, N.Y., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., 117° and the Wilton, Conn., omnirange 240° radials.

§ 600.6253 VOR Federal airway No. 253 (Provo, Utah, to Boise, Idaho).

From the Provo, Utah, VOR via the point of INT of the Provo VOR 315° and the Salt Lake City, Utah, VOR 265° radials; Bonneville, Utah, VOR; Lucin, Utah, VOR; Twin Falls, Idaho, VOR; to the Boise, Idaho, VOR.

§ 600.6254 VOR Federal airway No. 254 (Reinholds, Pa., to Columbus, N.J.).

From the point of INT of the Lancaster, Pa., VOR direct radial to the Allentown, Pa., VOR with the Pottstown VOR 275° radial via the Pottstown, Pa., VOR; to the point of INT of the Pottstown VOR 104° radial with the Robbinsville, N.J., VOR direct radial to the New Castle, Del., VOR.

§ 600.6255 VOR Federal airway No. 255 (Burlington, Iowa, to Janesville, Wis.).

From the Burlington, Iowa, VOR via the Moline, Ill., VOR; Cordova, Ill., VOR; Rockford, Ill., VOR; to the Janesville, Wis., VOR.

§ 600.6256 VOR Federal airway No. 256 (Reinholds, Pa., to Yardley, Pa.).

From the point of INT of the Lancaster, Pa., VOR direct radial to the Allentown, Pa., VOR with the Pottstown VOR 275° radial via the Pottstown, Pa., VOR; to the Yardley, Pa., VOR.

§ 600.6257 VOR Federal airway No. 257 (Phoenix, Ariz., to Great Falls, Mont.).

From the Phoenix, Ariz., VOR via the Prescott, Ariz., VORTAC; Drake, Ariz., VOR; Bryce Canyon, Utah, VOR; Delta, Utah, VOR, including a west alternate via the Milford, Utah, VORTAC; INT of the Delta VOR 004° and the Malad City VOR 179° radials; Malad City, Idaho, VOR; Pocatello, Idaho, VOR; Dubois, Idaho, VOR; Dillon, Mont., VORTAC; Butte, Mont., VOR; INT of the Butte VOR 002° and the Helena, Mont., VOR 272° radials; INT of the Helena, Mont., VOR 272° and the Great Falls VOR 222° radials; to the Great Falls, Mont., VOR. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Tooele Restricted Area (R-399) and the Deseret Restricted Area (R-514) are excluded during the designated times of use of these restricted areas.

§ 600.6258 VOR Federal airway No. 258 (Charleston, W. Va., to Penhook, Va.).

From the Charleston, W. Va., VOR via the Beckley, W. Va., VOR; point of INT of the Pulaski, Va., VOR 009° radial with the Bluefield, W. Va., VOR direct radial to the Montebello, Va., VOR; Hollins, Va., VOR; to the point of INT of the Greensboro, N.C., VOR direct radial to the Montebello, Va., VOR with the South Boston, Va., VOR 298° radial.

§ 600.6259 VOR Federal airway No. 259 (Charlotte, N.C., to Tri-City, Tenn.).

From the Charlotte, N.C., omnirange station to the Tri-City, Tenn., omnirange station, including an east alternate from the Charlotte omnirange to the Tri-City omnirange station via the Hickory, N.C., omnirange station and the intersection of the Hickory omnirange 298° and the Tri-City omnirange 146° radials.

§ 600.6260 VOR Federal airway No. 260 (Charleston, W. Va., to Richmond, Va.).

From the Charleston, W. Va., VOR via the Rainelle, W. Va., VOR; Hollins, Va., VOR; Lynchburg, Va., VOR; Flat Rock, Va., VOR; to the Richmond, Va., VOR.

§ 600.6261 VOR Federal airway No. 261 (Pulaski, Va., to Beckley, W. Va.).

From the Pulaski, Va., omnirange station to the Beckley, W. Va., omnirange station.

§ 600.6262 VOR Federal airway No. 262 (Bradford, Ill., to Chicago, Ill.).

From the Bradford, Ill., VOR via the Joliet, Ill., VOR; to the Kedzie, Ill., RBN.

§ 600.6263 VOR Federal airway No. 263 (Lamar, Colo., to Thurman, Colo.).

From the Lamar, Colo., omnirange station via the Hugo, Colo., omnirange station; to the Thurman, Colo., omnirange station.

§ 600.6264 VOR Federal airway No. 264 (Los Angeles, Calif., to Prescott, Ariz.).

From the Los Angeles, Calif., VOR via the Ontario, Calif., VOR; INT of the Ontario VOR 091° and the Twentynine Palms VOR 244° radials; Twentynine Palms, Calif., VOR; Rice, Calif., VOR; to the Prescott, Ariz., VOR.

§ 600.6265 VOR Federal airway No. 265 (Washington, D.C., to Dunkirk, N.Y.).

From the Riverdale, Md., nondirectional radio beacon via the Westminster, Md., omnirange station; point of intersection of the Westminster omnirange 345° and the Harrisburg omnirange 196° radials; Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station; Jamestown, N.Y., omnirange station; to the Dunkirk, N.Y., omnirange station.

§ 600.6266 VOR Federal airway No. 266 (Hickory, N.C., to Norfolk, Va.).

From the Hickory, N.C., VOR via the South Boston, Va., VOR; Lawrenceville, Va., VOR; Franklin, Va., VOR; point of INT of the Franklin VOR 087° radial with the Norfolk, Va., VOR direct radial to the Cofield, N.C., VOR; to the Norfolk, Va., VOR.

§ 600.6267 VOR Federal airway No. 267 (Miami, Fla., to Jacksonville, Fla.).

From the Miami, Fla., VOR via the Pahokee, Fla., VOR; Orlando, Fla., VOR; to the Jacksonville, Fla., VOR, including an east alternate from the Orlando VOR to the Jacksonville VOR via the Daytona Beach, Fla., VOR and the point of INT of the Daytona Beach VOR 308° and the Jacksonville VOR 174° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Jacksonville Restricted Area (R-161A) is excluded during this restricted area's time of designation.

§ 600.6268 VOR Federal airway No. 268 (Flint Stone, Md., to Baltimore, Md.).

From the point of INT of the Front Royal, Va., VOR 335° and the Martinsburg, W. Va., VOR 298° radials via the point of INT of the Grantsville, Md., VOR 082° and the Martinsburg, W. Va., VOR 341° radials; Westminster, Md., VOR; to the Baltimore, Md., VOR.

§ 600.6269 VOR Federal airway No. 269 (Wells, Nev., to Pocatello, Idaho).

From the Wells, Nev., omnirange station via the Twin Falls, Idaho, omnirange station; Burley, Idaho, omnirange station; to the Pocatello, Idaho, VOR.

§ 600.6270 VOR Federal airway No. 270 (Erie, Pa., to Chester, Mass.).

From the Erie, Pa., omnirange station via the Jamestown, N.Y., omnirange station; Wellsville, N.Y., omnirange station; Elmira, N.Y., omnirange station; Binghamton, N.Y., omnirange station; De Lancey, N.Y., omnirange station; to the Chester, Mass., omnirange station.

§ 600.6271 VOR Federal airway No. 271 (Kenton, Del., to West Chester, Pa.).

From the Kenton, Del., VOR via the New Castle, Del., VOR; to the West Chester, Pa., VOR.

§ 600.6272 VOR Federal airway No. 272 (Sayre, Okla., to McAlester, Okla.).

From the Sayre, Okla., VOR via the Oklahoma City, Okla., VOR, including a north alternate and also a south alternate via the INT of the Sayre VOR 101° and the Oklahoma City VOR 242° radials; point of INT of the Oklahoma City VOR 107° with the Ardmore, Okla., VOR 006° radials; to the McAlester, Okla., VOR.

§ 600.6273 VOR Federal airway No. 273 (Downsville, N.Y., to Syracuse, N.Y.).

From the De Lancey, N.Y., omnirange station via the point of intersection of the De Lancey omnirange 289° True radial with the Binghamton, N.Y., omnirange direct radial to the Rockdale, N.Y., omnirange station; to the Syracuse, N.Y., omnirange station.

§ 600.6274 VOR Federal airway No. 274 (Grand Rapids, Mich., to Saginaw, Mich.).

From the Grand Rapids, Mich., Kent County Airport ILS outer marker to the Saginaw, Mich., omnirange station.

§ 600.6275 VOR Federal airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.).

From the Cincinnati, Ohio, VOR via the point of INT of the Cincinnati VOR 006° radial with the Dayton, Ohio, Dayton Airport ILS localizer southwest course; Dayton, Ohio, VOR, including a west alternate from the Cincinnati VOR to the Dayton VOR via the INT of the Cincinnati VOR 336° and the Richmond VOR 190° radials and the Richmond, Ind., VOR; point of INT of the Findlay VOR 212° radial with the Sidney, Ohio, VOR direct radial to the Fort Wayne, Ind., VORTAC; Findlay, Ohio, VOR; Waterville, Ohio, VOR; to the Carleton, Mich., VOR.

§ 600.6276 VOR Federal airway No. 276 (Navarre, Ohio, to Monmouth, N.J.).

From the Navarre, Ohio, VOR via the Ellwood City, Pa., VOR; point of INT of the Tyrone VOR 281° with the Fitzgerald, Pa., VOR 178° radial; to the Tyrone, Pa., VOR; point of intersection of the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station with the Tower City omnirange 279° True radial; Tower City, Pa., omnirange station; Yardley, Pa., omnirange station; to the point of intersection of the Yardley omnirange 098° True radial with the Coyle, N.J., omnirange direct radio to the Idlewild, N.Y., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R–541) is excluded during its time of designation.

§ 600.6277 VOR Federal airway No. 277 (Sidney, Ohio, to Keeler, Mich.).

From the Sidney, Ohio, VOR via the Fort Wayne, Ind., VORTAC; to the Keeler, Mich., VOR.

§ 600.6278 VOR Federal airway No. 278 (Guthrie, Tex., to Birmingham, Ala.).

From the Guthrie, Tex., VOR via the Bridgeport, Tex., VOR; Dallas, Tex., VOR; INT of the Dallas VOR 061° and the Texarkana VOR 271° radials; Texarkana, Ark., VOR; Greenwood, Miss., VOR; Columbus, Miss., VOR; to the Birmingham, Ala., VOR.

§ 600.6279 VOR Federal airway No. 279 (Columbus, Ohio, to Findlay, Ohio).

From the Columbus, Ohio, radio range station to the Findlay, Ohio, omnirange station.

§ 600.6280 VOR Federal airway No. 280 (El Paso, Tex., to Kansas City, Mo.).

From the El Paso, Tex., VOR via the point of INT of the El Paso VOR 092° and the Pinon VOR 219° radials; Pinon, N. Mex., VOR; Roswell, N. Mex., VOR; INT of the Roswell VOR 080° and the Texico VOR 216° radials; Texico, N. Mex., VOR; INT of the Texico VOR 021° and the Amarillo VOR 267° radials; to the Amarillo, Tex., VOR. From the Gage, Okla., VOR via the Hutchinson, Kans., VOR; INT of the Hutchinson VOR 062° and the Topeka VOR 236° radials; Topeka, Kans., VOR; INT of the Topeka, VOR 064° and the Kansas City VOR 275° radials; to the Kansas City, Mo., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the McGregor Restricted Area (R–211) is excluded during this restricted area's time of designation.

§ 600.6281 VOR Federal airway No. 281 (Redmond, Oreg., to Spokane, Wash.).

From the Redmond, Oreg., VOR via the Pendleton, Oreg., VOR; to the Spokane, Wash., VOR, including an east alternate via the INT of the Pendleton VOR 040° and the Spokane VOR 181° radials.

§ 600.6282 VOR Federal airway No. 282 (Brandon, N.Y., to Montreal, Canada).

From the point of INT of the Massena, N.Y., VOR direct radial to the Albany, N.Y., VOR with the Montreal VOR 211° radial to the Montreal, Canada, VOR.

§ 600.6283 VOR Federal airway No. 283 (Fresno, Calif., to Newberg, Oreg.).

From the Fresno, Calif., VOR via the Reno, Nev., VOR; Lakeview, Oreg., VOR; Redmond, Oreg., VOR; to the Newberg, Oreg., VOR. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Minden Caution Area (C–401) is excluded during its established time of use.

§ 600.6284 VOR Federal airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.).

From the Fort Stockton, Tex., VOR via the INT of the Fort Stockton VOR 097° and the San Angelo VOR 237° radials; San Angelo, Tex., VOR, including a north alternate from the Fort Stockton VOR direct to the San Angelo VOR.

§ 600.6285 VOR Federal airway No. 285 (Myton, Utah, to Rawlins, Wyo.).

From the Myton, Utah, omnirange station to the Rawlins-Cherokee, Wyo., omnirange station.

§ 600.6286 VOR Federal airway No. 286 (Front Royal, Va., to Cape Charles, Va.).

From the Front Royal, Va., omnirange station via the point of intersection of the Brooke omnirange 306° True radial with the Gordonsville, Va., omnirange direct radial to the Herndon, Va., omnirange station; Brooke, Va., omnirange station; to the Cape Charles, Va., omnirange station. The portions of this airway which overlie the Quantico Restricted Area (R–37), the West Dahlgren Restricted Area (R–38) and the Camp A. P. Hill Restricted Area (R–40) are excluded.

§ 600.6287 VOR Federal airway No. 287 (North Bend, Oreg., to Portland, Oreg.).

From the North Bend, Oreg., VOR via the Newberg, Oreg., VOR; INT of the Newberg VOR 069° radial with the Portland VOR direct radial to the Eugene, Oreg., VOR; to the Portland, Oreg., VOR.

§ 600.6288 VOR Federal airway No. 288 (Lucin, Utah, to Fort Bridger, Wyo.).

From the Lucin, Utah, omnirange station via the point of intersection of the Fort Bridger omnirange 278° True radial with the Ogden, Utah, omnirange direct radial to the Malad City, Idaho, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6289 VOR Federal airway No. 289 (Beaumont, Tex., to Texarkana, Ark.).

From the Beaumont, Tex., omnirange station via the intersection of the Beaumont omnirange 334° and the Lufkin omnirange 160° radials; Lufkin, Tex., omnirange station, including an east alternate via the intersection of the Beaumont omnirange 349° and the Lufkin omnirange 145° radials; intersection of the Lufkin omnirange 355° and the Gregg County omnirange 181° radials; Gregg County, Tex., omnirange station; to the Texarkana, Ark., omnirange station.

§ 600.6290 VOR Federal airway No. 290 (Charleston, W. Va., to Montebello, Va.).

From the Charleston, W. Va., omnirange station via the Rainelle, W. Va., omnirange station; to the Montebello, Va., omnirange station.

§ 600.6291 VOR Federal airway No. 291 (Drake, Ariz., to Tuba City, Ariz.).

From the Drake, Ariz., VOR via the INT of the Drake VOR 017° and the Tuba City VOR direct radial to the Peach Springs, Ariz., VOR; to the Tuba City, Ariz., VOR.

§ 600.6292 VOR Federal airway No. 292 (Hartford, Conn., to Boston, Mass.).

From the Hartford, Conn., omnirange station via the Putnam, Conn., omnirange station; to the point of intersection of the Putnam omnirange 043° with the Boston, Mass., omnirange 256° radial.

§ 600.6293 VOR Federal airway No. 293 (West Palm Beach, Fla., to St. Petersburg, Fla.).

From the West Palm Beach, Fla., VOR via the Pahokee, Fla., VOR; LaBelle, Fla., VOR; to the St. Petersburg, Fla., VOR.

§ 600.6294 VOR Federal airway No. 294 (Des Moines, Iowa, to Cedar Rapids, Iowa).

From the Des Moines, Iowa, omnirange station via the Des Moines omnirange 086° and the Cedar Rapids 238° radials; to the Cedar Rapids, Iowa, omnirange station.

§ 600.6295 VOR Federal airway No. 295 (Miami, Fla., to Cross City, Fla.).

From the Biscayne, Fla., omnirange station via the intersection of the Biscayne omnirange 021° and the Vero Beach omnirange 143° radials; Vero Beach, Fla., omnirange station; intersection of the Vero Beach omnirange 296° and the Orlando VOR 161° radials; Orlando, Fla., omnirange station; intersection of the Orlando omnirange 284° and the Cross City omnirange 150° radials; to the Cross City, Fla., omnirange station. The airspace which lies within the Miami Warning Area (W–171) and the Patrick AFB Warning Areas (W–497A and W-497B) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 600.6296 VOR Federal airway No. 296 (Asheville, N.C., to Charlotte, N.C.).

From the Asheville, N.C., omnirange station to the Charlotte, N.C., omnirange station.

§ 600.6297 VOR Federal airway No. 297 (Mansfield, Ohio, to Carleton, Mich.).

From the Mansfield, Ohio, omnirange station via the Sandusky, Ohio, omnirange; point of intersection of the Waterville, Ohio, omnirange 058° and the Salem, Mich., omnirange 140° radials; intersection of the Carleton omnirange 117° and the Salem omnirange 140° radials; to the Carleton, Mich., omnirange station.

§ 600.6298 VOR Federal airway No. 298 (Pendleton, Oreg., to Casper, Wyo.).

From the Pendleton, Oreg., VOR via the McCall, Idaho, VOR; Dubois, Idaho, VOR; Boysen Reservoir, Wyo., VOR; to the Casper, Wyo., VOR.

§ 600.6299 VOR Federal airway No. 299 (Los Angeles, Calif., to Bakersfield, Calif.).

From the Los Angeles, Calif., VOR via the Gorman, Calif., VOR, including a west alternate from the Los Angeles VOR to the Gorman VOR via the INT of the Los Angeles VOR 149° and the Long Beach, Calif., VOR 287° radials, the INT of the Long Beach VOR 287° and the Fillmore VOR 163° radials and the Fillmore, Calif., VOR; Bakersfield, Calif., VOR.

§ 600.6300 VOR Federal airway No. 300 (Sault Ste. Marie, Mich., to Toronto, Ontario).

From the Sault Ste. Marie, Mich., omnirange station via the Wiarton, Ontario, omnirange station, including a north alternate; to the Toronto, Ontario, omnirange station.

§ 600.6401 Hawaiian VOR Federal airway No. 1.

From the Hilo, Hawaii, omnirange station to the point of intersection of the Hilo omnirange 034° True and the Upolu Point, Hawaii, omnirange 096° True radials.

§ 600.6402 Hawaiian VOR Federal airway No. 2.

From the Lihue, Hawaii, VOR via the point of INT of the Lihue VOR 126° and the Honolulu VOR 261° radials; Honolulu, Hawaii, VOR; Lanai, Hawaii, VOR, including a south alternate; point of INT of the Lanai VOR 111° and the Upolu Point VOR 302° radials; Upolu Point, Hawaii, VOR; point of INT of the Upolu Point VOR 096° and the Hilo VOR 334° radials; Hilo, Hawaii, VOR; to the INT of the Hilo VOR 089° with a point 33 statute miles east of the Hilo VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Kahoolawe Restricted Area is excluded during this restricted area's time of designation.

§ 600.6403 Hawaiian VOR Federal airway No. 3.

From the intersection of the Hilo omnirange 173° True radial with a point 36 statute miles south from the Hilo omnirange station via the Hilo, Hawaii, omnirange station; to the point of intersection of the Hilo omnirange 004° True and the Upolu Point, Hawaii, omnirange 096° True radials.

§ 600.6404 Hawaiian VOR Federal airway No. 4.

From the point of INT of the Lihue, Hawaii, VOR 186° and the Koko Head VOR 254° radials via the Koko Head, Hawaii, VOR; to the point of INT of the Koko Head VOR 065° and the Upolu Point, Hawaii, VOR 003° radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway at a distance of 50 statute miles southwest, and northeast from the Koko Head VOR, diverging southwestward and northeastward at angles of 6° relative to the airway's centerline.

§ 600.6405 Hawaiian VOR Federal airway No. 5.

From the point of intersection of the Lanai, Hawaii, omnirange 111° True and the Kahului omnirange 204° True radials to the Kahului, Hawaii, omnirange station. The portion of this airway which overlaps the Kahoolawe Restricted Area (R-327) is excluded.

§ 600.6406 Hawaiian VOR Federal airway No. 6.

From the point of intersection of the Molokai, Hawaii, omnirange 067° True and the Kahului, omnirange 331° True radials via the Kahului, Hawaii, omnirange station; point of intersection of the Kahului omnirange 080° True and the Hilo omnirange 334° True radials; to the Hilo, Hawaii, omnirange station. The portion of this airway between the Kahului omnirange station and the point of intersection of the Kahului omnirange 331° True and the Molokai omnirange 067° True radials which lies in proximity to the Mokuhoonike Restricted Area (R-326) shall be used only after obtaining prior approval from the Federal Agency Air Traffic Control.

§ 600.6407 Hawaiian VOR Federal airway No. 7.

From the Lanai, Hawaii, omnirange station to the Molokai, Hawaii, omnirange station. The portion of this airway which overlaps the Molokai Restricted Area (R-325) is excluded.

§ 600.6408 Hawaiian VOR Federal airway No. 8.

From the point of intersection of the Honolulu, Hawaii, omnirange 179° True and the Molokai, omnirange 268° True radials via the Molokai, Hawaii, omnirange station; to the point of intersection of the Molokai omnirange 067° True and the Upolu Point, Hawaii, omnirange 012° True radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles northeast from the Molokai omnirange station, and diverging northeastward at angles of 6° relative to the centerline of the airway. The portion of this airway which overlaps the West Molokai Restricted Area (R-325) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 600.6409 Hawaiian VOR Federal airway No. 9.

From the point of intersection of the Lanai, Hawaii, omnirange 224° True and the Honolulu omnirange 179° True radials to the Honolulu, Hawaii, omnirange station. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles south from the Honolulu omnirange station, and diverging southward at angles of 6° relative to the centerline of the airway. The portion of this airway above 21,000 feet, mean sea level, which overlaps Warning Area C (W-321) is excluded.

§ 600.6410 Hawaiian VOR Federal airway No. 10.

From the Upolu Point, Hawaii, omnirange station to the point of intersection of the Upolu Point omnirange 096° True and the Hilo, Hawaii, omnirange 034° True radials.

§ 600.6411 Hawaiian VOR Federal airway No. 11.

From the Upolu Point, Hawaii, omnirange station to the point of intersection of the Upolu Point omnirange 349° True and the Kahului, Hawaii, omnirange 080° True radials.

§ 600.6412 Hawaiian VOR Federal airway No. 12.

From the point of INT of the Lihue, Hawaii, VOR 189° and the Honolulu VOR 261° radials via the Honolulu, Hawaii, VOR; Koko Head, Hawaii, VOR; to the point of INT of the Koko Head VOR 050° and the Upolu Point, Hawaii, VOR 355° radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway at a distance of 50 statute miles southwest from the Honolulu VOR, and 50 statute miles northeast from the Koko Head VOR, diverging southwestward and northeastward at angles of 6° relative to the airway's centerline.

§ 600.6413 Hawaiian VOR Federal airway No. 13.

From the Lihue, Hawaii, VOR via the INT of the Lihue VOR 141° and the Koko Head VOR 254° radials; to the Koko Head, Hawaii, VOR. In addition, this airway shall include the airspace between straight lines starting at a point on each outer boundary of the airway at a distance of 50 statute miles southeast of the Lihue VOR and diverging southeastward at angles of 6° relative to the airway's centerline.

§ 600.6421 VOR Federal airway No. 421 (Truth or Consequences, N. Mex., to Farmington, N. Mex.).

From the Truth or Consequences, N. Mex., omnirange station via the St.

Johns, Ariz., omnirange station; Zuni, N. Mex., omnirange station; to the Farmington, N. Mex., omnirange station.

§ 600.6422 VOR Federal airway No. 422 (Chicago, Ill., to Attica, Ohio).

From the Chicago Heights, Ill., VOR via the INT of the Chicago Heights VOR 117° and the Knox VOR 276° radials; Knox, Ind., VOR; Merriam, Ind., VOR; point of INT of the Goshen, Ind., VOR direct radial to the Findlay, Ohio, VOR with the Fort Wayne, Ind., VOR direct radial to the Litchfield, Mich., VOR; Defiance, Ohio, VOR; to the Attica, Ohio, VOR.

§ 600.6424 VOR Federal airway No. 424 (Blue Springs, Mo., to Macon, Mo.).

From the Blue Springs, Mo., VOR via the Marshall, Mo., VORTAC; to the Macon, Mo., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Lake City Restricted Area (R-307) is excluded during its time of designation.

§ 600.6425 VOR Federal airway No. 425 (Brookley AFB, Ala., to Axis, Ala.).

From the Brookley AFB, Ala., TVOR to the point of INT of the Brookley AFB TVOR 360° and the Mobile, Ala., VOR 044° radials.

§ 600.6426 VOR Federal airway No. 426 (St. Louis, Mo., to Nakomis, Ill.).

From the St. Louis, Mo., VOR to the point of INT of the St. Louis VOR 062° radial with the Troy, Ill., VOR direct radial to the Roberts, Ill., VOR.

§ 600.6427 VOR Federal airway No. 427 (Newcomerstown, Ohio, to Navarre, Ohio).

From the Newcomerstown, Ohio, omnirange station to the Navarre, Ohio, omnirange station.

§ 600.6428 VOR Federal airway No. 428 (Elmira, N.Y., to Munnsville, N.Y.).

From the Elmira, N.Y., VOR via the Ithaca, N.Y., VOR to the point of INT of the Binghamton, N.Y., VOR 023° and the Syracuse, N.Y., VOR 117° radials.

§ 600.6429 VOR Federal airway No. 429 (Decatur, Ill., to Janesville, Wis.).

From the Decatur, Ill., VOR via the Champaign Ill., VOR; Roberts, Ill., VOR; Joliet, Ill., VOR; point of INT of the Joliet VOR 008° with the Chicago Ill. (O'Hare) VOR 302° radials; point of INT of the Chicago (O'Hare) VOR 302° with the Milwaukee, Wis., VOR 198° radials; point of INT of the Milwaukee VOR 198° with the Janesville VOR 111° radials; to the Janesville, Wis., VOR.

§ 600.6431 VOR Federal airway No. 431 (Glens Falls, N.Y., to Plattsburgh, N.Y.).

From the Glens Falls, N.Y., VOR to the Plattsburgh, N.Y., VOR.

§ 600.6432 VOR Federal airway No. 432 (Thermal, Calif., to Rice, Calif.).

From the Thermal, Calif., VOR to the Rice, Calif., VOR.

§ 600.6433 VOR Federal airway No. 433 (New Castle, Del., to Newark, N.J.).

From the New Castle, Del., VOR via the Yardley, Pa., VOR; to the Newark, N.J., Airport ILS localizer OM.

§ 600.6434 VOR Federal airway No. 434 (Ottumwa, Iowa, to Peoria, Ill.).

From the Ottumwa, Iowa, VOR via the Moline, Ill., VOR; to the Peoria, Ill., VOR.

§ 600.6435 VOR Federal airway No. 435 (Sidney, Ohio, to Attica, Ohio).

From the Sidney, Ohio, VOR to the Attica, Ohio, VOR.

§ 600.6436 VOR Federal airway No. 436 (Kenai, Alaska, to Talkeetna, Alaska).

From the Kenai, Alaska, RR via the Anchorage, Alaska, VOR to the point of INT of the Anchorage VOR 347° radial with the Skwentna, Alaska, RR northeast course. The portion of this airway which lies within the Anchorage (Elmendorf AFB), Alaska, Restricted Area/Military Climb Corridor shall be used only after obtaining prior approval from the controlling agency.

§ 600.6437 VOR Federal airway No. 437 (Charleston, S.C., to Florence, S.C.).

From the Charleston, S.C., VOR via the INT of the Charleston VOR 029° and the Florence VOR 179° radials; to the Florence, S.C., VOR, including a west alternate from the Charleston VOR direct to the Florence VOR. The portion of the west alternate between the Charleston VOR and the Florence VOR which lies above 12,000 feet mean sea level is excluded.

§ 600.6438 VOR Federal airway No. 438 (Skilak, Alaska, to Talkeetna, Alaska).

From the point of INT of the Kenai, Alaska, RR southeast course with the Anchorage VOR 199° radial via the Anchorage, Alaska, VOR to the Talkeetna, Alaska, RBN. The portion of this airway which lies within the Anchorage (Elmendorf AFB), Alaska, Restricted Area/Military Climb Corridor shall be used only after obtaining prior approval from the controlling agency.

§ 600.6440 VOR Federal airway No. 440 (Whittier, Alaska, to Skwentna, Alaska).

From the point of INT of the Hinchinbrook, Alaska, RR northwest course with the Anchorage VOR 118° radial via the Anchorage, Alaska, VOR; to the Skwentna, Alaska, RR. The portion of this airway which lies within the Anchorage (Elmendorf AFB), Alaska, Restricted Area/Military Climb Corridor shall be used only after obtaining prior approval from the controlling agency.

§ 600.6441 VOR Federal airway No. 441 (Tampa, Fla., to Ocala, Fla.).

From the point of INT of the St. Petersburg, Fla., VOR 153° radial with the Tampa International Airport ILS localizer south course via the Tampa, Fla., International Airport ILS localizer; point of INT of the Tampa International Airport ILS localizer north course and the Ocala VOR 212° radial; to the Ocala, Fla., VOR.

§ 600.6442 VOR Federal airway No. 442 (Hector, Calif., to Rice, Calif.).

From the Hector, Calif., VOR via the INT of the Hector VOR 091° and the Rice VOR 320° radials; to the Rice, Calif., VOR.

§ 600.6443 VOR Federal airway No. 443 (Glen Dale, W. Va., to Cleveland, Ohio).

From the point of INT of the Pittsburgh, Pa., VOR 244° and the Zanesville, Ohio, VOR 088° radials via the Newcomerstown, Ohio, VOR; Tiverton, Ohio, VOR; to the Cleveland, Ohio, VOR.

§ 600.6444 VOR Federal airway No. 444 (Spokane, Wash., to Mullan Pass, Mont.).

From the Spokane, Wash., VOR via the INT of the Spokane VOR 125° and the Mullan Pass VOR 233° radials; to the Mullan Pass, Mont., VOR.

§ 600.6445 VOR Federal airway No. 445 (Unassigned).

§ 600.6446 VOR Federal airway No. 446 (Troy, Ill., to Samsville, Ill.).

From the Troy, Ill., VOR via the INT of the Troy VOR 099° and the Centralia, Ill., VOR 056° radials; to the Samsville, Ill., VOR.

§ 600.6447 VOR Federal airway No. 447. (Unassigned).

§ 600.6448 VOR Federal airway No. 448 (Ephrata, Wash., to Mullan Pass, Mont.).

From the Ephrata, Wash., VOR via the INT of the Ephrata VOR 096° and the Mullan Pass VOR 260° radials; to the Mullan Pass, Mont., VOR.

§ 600.6449 VOR Federal airway No. 449 (Unassigned).

§ 600.6450 VOR Federal airway No. 450 (Muskegon, Mich., to Green Bay, Wis.).

From the Muskegon, Mich., VORTAC to the Green Bay, Wis., VOR.

§ 600.6451 VOR Federal airway No. 451 (Unassigned).

§ 600.6452 VOR Federal airway No. 452 (Raton, N. Mex., to Dalhart, Tex.).

From the Raton, N. Mex., VOR via the INT of the Raton VOR 111° and the Dalhart VOR 299° radials; to the Dalhart, Tex., VOR.

§ 600.6453 VOR Federal airway No. 453 (Unassigned).

§ 600.6454 VOR Federal airway No. 454 (Evergreen, Ala., to Charlotte, N.C.).

From the Evergreen, Ala., VOR via the INT of the Evergreen VOR 075° and the Tuskegee VOR 220° radials; Tuskegee, Ala., VOR; to the McDonough, Ga., VOR. From the Atlanta, Ga., VOR via the Athens, Ga., VOR; point of INT of the Spartanburg, S.C., VOR 148° and the Charlotte VOR 242° radials; to the Charlotte, N.C., VOR.

§ 600.6463 VOR Federal airway No. 463 (Norwich, Conn., to Putnam, Conn.).

From the Norwich, Conn., VOR to the Putnam, Conn., VOR.

TRANSCONTINENTAL VOR FEDERAL AIRWAYS

§ 600.6600 VOR Federal airway No. 1500 (San Francisco, Calif., to New York, N.Y.).

From the point of intersection of the Oakland VOR 221° True and the Salinas omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; to the Lovelock, Nev., omnirange station. From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station. From the Sheridan, Wyo., VOR via the Dupree, S. Dak., VOR; Watertown, S. Dak., omnirange station; Minneapolis, Minn., omnirange station; Eau Claire, Wis., omnirange station; Wausau, Wis., omnirange station; Green Bay, Wis., VOR; INT of the Green Bay VOR 116° and the White Cloud VOR 302° radials; to the White Cloud, Mich., VOR. From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N.J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N.Y., omnirange station.

§ 600.6602 VOR Federal airway No. 1502 (San Francisco, Calif., to New York, N.Y.).

From the point of intersection of the Oakland VOR 221° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; to the Lovelock, Nev., omnirange station. From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station. From the Rapid City, S. Dak., omnirange station via the Philip, S. Dak., omnirange station; Pierre, S. Dak., omnirange station; Huron, S. Dak., omnirange station; Redwood Falls, Minn., omnirange station; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; Lone Rock, Wis., omnirange station; intersection of the Lone Rock omnirange 103° and the Milwaukee omnirange 273° radials; Milwaukee, Wis., omnirange station; Muskegon, Mich., omnirange station; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; Windsor, Ont., omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N.J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N.Y., omnirange station.

§ 600.6604 VOR Federal airway No. 1504 (San Francisco, Calif., to Washington, D.C.).

From the point of INT of the Oakland VOR 221° and the Salinas, Calif., VOR 319° radials; via the Oakland, Calif., VOR; Sacramento, Calif., VOR; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Elko, Nev., omnirange station; Wells, Nev., omnirange station; to the Malad City, Idaho, omnirange station. From the Lone Rock, Wis., omnirange station via the point of intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., VOR; INT of the Milwaukee VOR 102° and the Pullman VOR 303° radials; Pullman, Mich., VOR; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; intersection of the Carleton omnirange 097° True and the Cleveland omnirange 327° True radials; Cleveland, Ohio, omnirange station; Navarre, Ohio, omnirange station; Wheeling, W. Va., VOR; Uniontown, Pa., VOR; Grantsville, Md., VOR; Front Royal, Va., VOR; INT of the Front Royal VOR 112° and the Washington TVOR 245° radials; to the Washington, D.C., TVOR.

§ 600.6606 VOR Federal airway No. 1506 (San Francisco, Calif., to Washington, D.C.).

From the point of intersection of the Oakland VOR 221° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; to the Modesto, Calif., omnirange station. From the Bonneville, Utah, omnirange station via the Salt Lake City, Utah, omnirange station; Fort Bridger, Wyo., omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station; Rock River, Wyo., omnirange station; Chadron, Nebr., omnirange station; O'Neill, Nebr., omnirange station; Sioux City, Iowa, omnirange station; Fort Dodge, Iowa, omnirange station; Waterloo, Iowa omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Keeler omnirange 085° True and the Litchfield omnirange 293° True radials; Litchfield, Mich., omnirange station; Zanesville, Ohio, omnirange station; Appleton, Ohio, omnirange station; Zanesville, Ohio, omnirange station; Morgantown, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D.C., terminal omnirange station.

§ 600.6608 VOR Federal airway No. 1508 (Los Angeles, Calif., to New York, N.Y.).

From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Milford, Utah, omnirange station; Myton, Utah, omnirange station; Laramie, Wyo., VOR; INT of the Laramie VOR 069° and the Scottsbluff VOR 254° radials; Scottsbluff, Nebr., VOR; O'Neill, Nebr., VOR; Sioux City, Iowa, VOR, Fort Dodge, Iowa, VOR; Waterloo, Iowa, omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Keeler omnirange 085° True and the Litchfield omnirange 293° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; Jefferson, Ohio, omnirange station; point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N.J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N.Y., omnirange station.

§ 600.6610 VOR Federal airway No. 1510 (Los Angeles, Calif., to New York, N.Y.).

From the Los Angeles, Calif., VOR via the INT of the Los Angeles VOR 057° and the Daggett VOR 235° radials; Daggett, Calif., VOR; Las Vegas, Nev., VOR; Mormon Mesa, Nev., VOR; Bryce Canyon, Utah, VOR; Hanksville, Utah, VOR; Grand Junction, Colo., VOR; Kremmling, Colo., VOR; Denver, Colo., VOR; Akron, Colo., VOR; Hayes Center, Nebr., VOR; Grand Island, Nebr., VOR; Omaha, Nebr., VOR; Des Moines, Iowa, VOR; Iowa City, Iowa, VOR; Moline, Ill., VOR; INT of the Moline VOR 081° and the Joilet, Ill., VOR 265° radials; Joliet, Ill., VOR; Chicago Heights, Ill., VOR Goshen, Ind., VOR; Waterville, Ohio, VOR, including a north alternate from the Iowa City VOR to the Waterville VOR via the Cordova, Ill., VOR, the Naperville, Ill., VOR, the South Bend, Ind., VOR, and the INT of the South Bend VOR 092° and the Waterville VOR 288° radials; Cleveland, Ohio, VOR; Youngstown, Ohio, VOR; Philipsburg, Pa., VOR; Selinsgrove, Pa., VOR; East Texas, Pa., VOR; Colts Neck, N.J., VOR; point of INT of the Colts Neck VOR 078° and the Idlewild VOR 212° radials; to the Idlewild, N.Y., VOR.

§ 600.6612 VOR Federal airway No. 1512 (Los Angeles, Calif., to New York, N.Y.).

From the Los Angeles, Calif, omnirange station via the intersection of the Los

Angeles omnirange 123° and the Long Beach omnirange 287° radials; Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Alamosa, Colo., omnirange station; Lamar, Colo., omnirange station; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station; Kansas City, Mo., omnirange station; Macon, Mo., omnirange station; Quincy, Ill., VOR; Springfield, Ill., VOR; Decatur, Ill., VOR; Terre Haute, Ind., VOR; Indianapolis, Ind., VOR; INT of the Indianapolis VOR 084° and the Dayton VOR 261° radials; Dayton, Ohio, VOR; Appleton, Ohio, omnirange station; Newcomerstown, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; point of intersection of the Tower City, Pa., omnirange 279° True radial with the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N.J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N.Y., omnirange station.

§ 600.6614 VOR Federal airway No. 1514 (San Francisco, Calif., to New York, N.Y.).

From the point of intersection of the Oakland VOR 221° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Modesto, Calif., omnirange station; Coaldale, Nev., omnirange station; Tonopah, Nev., VOR; Wilson Creek, Nev., VOR; Milford, Utah, VOR; Hanksville, Utah, VOR; Gunnison, Colo., VOR; Pueblo, Colo., VOR; Lamar, Colo., VOR; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station; Kansas City, Mo., omnirange station; Marshall, Mo., VORTAC; Columbia, Mo., VOR; St. Louis, Mo., VOR; Vandalia, Ill., VOR; Terre Haute, Ind., VOR; Indianapolis, Ind., VOR; INT of the Indianapolis VOR 084° and the Dayton VOR 261° radials; Dayton, Ohio, VOR; Appleton, Ohio, omnirange station; Newcomerstown, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Harrisburg, Pa., VOR; point of INT of the Lancaster, Pa., VOR direct radial to the Allentown, Pa., VOR with the Pottstown VOR 275° radial; Pottstown, Pa., VOR; point of intersection of the Pottstown omnirange 104° and the Colts Neck omnirange 242° True radials; Colts Neck, N.J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N.Y., omnirange station.

§ 600.6616 VOR Federal airway No. 1516 (San Francisco, Calif., to Washington, D.C.).

From the point of INT of the Oakland VOR 221° and the Salinas, Calif., VOR 319° radials via the Oakland, Calif., VOR; Modesto, Calif., VOR; Coaldale, Nev., VOR; Beatty, Nev., VOR; Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Alamosa, Colo., VOR; Tobe, Colo., VOR; Liberal, Kans., VOR; INT of the Liberal VOR 090° and the Ponca City VOR 280° radials; Ponca City, Okla., VOR; INT of the Ponca City VOR 076° and the Springfield VOR 261° radials; Springfield, Mo., VOR; Maples, Mo., VOR; Farmington, Mo., VOR; Evansville, Ind., VOR; INT of the Evansville VOR 080° and the Louisville VOR 269° radials; Louisville, Ky., VOR; Falmouth, Ky., VOR; York, Ky., VOR; Henderson, W. Va., VOR; Elkins, W. Va., VOR; Front Royal, Va., VOR; INT of the Front Royal VOR 112° and the Washington TVOR 245° radials; to the Washington, D.C., TVOR.

§ 600.6618 VOR Federal airway No. 1518 (Los Angeles, Calif., to Washington, D.C.).

From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 123° and the Long Beach omnirange 287° radials; Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; Needles, Calif., omnirange station; intersection of the Needles omnirange 077° True and the Drake omnirange 274° True radials; Drake, Ariz., omnirange station; Winslow, Ariz., omnirange station; Zuni, N. Mex., omnirange station; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station; Otto, N. Mex., omnirange station; Anton Chico, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station; Amarillo, Tex., omnirange station; Sayre, Okla., VOR; Kingfisher, Okla., VOR; INT of the Kingfisher VOR 071° and the Tulsa VOR 262° radials; Tulsa, Okla., VOR; Fayetteville, Ark., omnirange station; Flippin, Ark., omnirange station; Walnut Ridge, Ark., omnirange station; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 059° True radial and the London VOR 251° radials; London, Ky., VOR; Bluefield, W. Va., VOR; Montebello, Va., omnirange station; Gordonsville, Va., VOR; point of INT of the Gordonsville VOR 058° radial with the Brooke, Va., VOR direct radial to the point of INT of the Herndon VOR 145° and the Washington TVOR 245° radials; point of INT of the Herndon, Va., VOR 145° with the Washington TVOR 245° radials; to the Washington, D.C., TVOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains Restricted Area (R–344) is excluded during the restricted area's time of designation. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Quantico Restricted Area (R–37) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 600.6620 VOR Federal airway No. 1520 (Los Angeles, Calif., to Washington, D.C.).

From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 123° and the Long Beach omnirange 287° radials; Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; Needles, Calif., omnirange station; Prescott, Ariz., omnirange station; St. Johns, Ariz., omnirange station; Socorro, N. Mex., omnirange station; Corona, N. Mex., omnirange station; the intersection of the Corona omnirange 080° and the Texico, N. Mex., omnirange 274° radials; Texico, N. Mex., omnirange station; Childress, Tex., omnirange station; Wichita Falls, Tex., omnirange station; McAlester, Okla., omnirange station; Little Rock, Ark., omnirange station; Memphis, Tenn., omnirange station; Muscle Shoals, Ala., omnirange station; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station; Pulaski, Va., VOR; Hollins, Va., VOR; point of INT of the Montebello, Va., VOR 180° with the Gordonsville VOR 247° radials; Gordonsville, Va., VOR; point of INT of the Gordonsville VOR 058° radial with the Brooke, Va., VOR direct radial to the point of INT of the Herndon VOR 145° and the Washington TVOR 245° radials; point of INT of the Herndon, Va., VOR 145° with the Washington TVOR 245° radials; to the Washington, D.C., TVOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Melrose Restricted Area (R–529) is excluded during this restricted area's designated time of use. The portion of this airway below 15,000 feet mean sea level, between the Corona, N. Mex., omnirange station and the Texico, N. Mex., omnirange station shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control, between sunrise and sunset. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains Restricted Area (R–344) is excluded during the restricted area's time of designation. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Quantico Restricted Area (R–37) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 600.6622 VOR Federal airway No. 1522 (Los Angeles, Calif., to Washington, D.C.).

That airspace over the United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; INT of the Ontario VOR 091° and the Blythe VOR 288° radials, Blythe, Calif., omnirange station; to the Hassayampa, Ariz., omnirange station. From the Tucson, Ariz., omnirange station via the Cochise, Ariz., omnirange station; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station;

Midland, Tex., omnirange station; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station; Mineral Wells, Tex., VOR; INT of the Mineral Wells VOR 078° and the Dallas VOR 252° radials; Dallas, Tex., VOR; Sulphur Springs, Tex., VOR; Texarkana, Ark., omnirange station; Greenwood, Miss., VOR; Columbus, Miss., VOR; Birmingham, Ala., VOR; Anniston, Ala., VOR; intersection of the Anniston omnirange 084° True and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; intersection of the Atlanta Airport ILS localizer east course and the Atlanta, Ga., omnirange 048° True radial; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S.C., omnirange station; Greensboro, N.C., omnirange station; South Boston, Va., omnirange station; Gordonsville, Va., VOR; point of INT of the Gordonsville VOR 058° radial with the Brooke, Va., VOR direct radial to the point of INT of the Herndon VOR 145° and the Washington TVOR 245° radials; point of INT of the Herndon, Va., VOR 145° with the Washington TVOR 245° radials; to the Washington, D.C., TVOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Quantico Restricted Area (R-37) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 600.6629 VOR Federal airway No. 1529 (Los Angeles, Calif., to United States-Canadian Border).

From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Milford, Utah, omnirange station; Myton, Utah, omnirange station; Rawlins-Cherokee, Wyo., omnirange station; Casper, Wyo., omnirange station; Dickinson, N. Dak., omnirange station; Pembina, N. Dak., radio range station; to the United States-Canadian Border via a direct line from the Pembina radio range station to the Kenora, Ont., radio range station.

§ 600.6631 VOR Federal airway No. 1531 (San Francisco, Calif., to United States-Canadian Border).

From the point of intersection of the Oakland VOR 221° and the Salinas, Calif., omnirange 319° radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° and the Reno omnirange 230° radials; Reno, Nev., omnirange station; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Elko, Nev., omnirange station; Wells, Nev., omnirange station; Pocatello, Idaho, omnirange station; Billings, Mont., omnirange station; Miles City, Mont., omnirange station; Dickinson, N. Dak., omnirange station; Minot, N. Dak., omnirange station; to the Brandon, Manitoba, nondirectional radio beacon.

§ 600.6633 VOR Federal airway No. 1533 (San Francisco, Calif., to United States-Canadian Border).

From the point of intersection of the Oakland, Calif., VOR 221° and the Salinas, Calif., omnirange 319° radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 346° and the Red Bluff omnirange 158° radials; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° and the Klamath Falls omnirange 181° radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; Pendleton, Oreg., omnirange station; Mullan Pass, Idaho, omnirange station; to the Cowley, Alberta, radio range station.

§ 600.6635 VOR Federal airway No. 1535 (Lovelock, Nev., to United States-Canadian Border).

From the Lovelock, Nev., omnirange station via the Sod House, Nev., omnirange station; Rome, Oreg., omnirange station; Boise, Idaho, omnirange station; Missoula, Mont., omnirange station; Cut Bank, Mont., omnirange station; to the United States-Canadian Border via the Cut Bank omnirange direct radial to the Swift Current, Sask., radio range station.

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS AND POSITIVE CONTROL ROUTE SEGMENTS

Subpart A—Introduction

GENERAL

Sec.
601.1 Basis and purpose.
601.2 Explanation of terms.

CONTROL AREAS

601.9 Lateral extent of control areas.
601.10 Designation of control areas.

Subpart B—Colored Federal Airway Control Areas

GREEN FEDERAL AIRWAYS

601.11 Green Federal airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).
601.12 Green Federal airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.13 Green Federal airway No. 3 control areas (Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.).
601.14 Green Federal airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).
601.15 Green Federal airway No. 5 control areas (Los Angeles, Calif., to Fort Worth, Tex., and Pine Bluff, Ark., to Boston, Mass.).
601.16 Green Federal airway No. 6 control areas (Alice, Tex., to Mobile, Ala., and Greensboro, N.C., to Richmond, Va.).
601.17 Green Federal airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).
601.18 Green Federal airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).
Sec.
601.19 Green Federal airway No. 9 control areas (Hawaiian Islands).
601.20 Green Federal airway No. 10 control areas (United States-Canadian Border to Denver, Colo.).

AMBER FEDERAL AIRWAYS

601.101 Amber Federal airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).
601.102 Amber Federal airway No. 2 control areas (Daggett, Calif., to Point Barrow, Alaska).
601.103 Amber Federal airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).
601.104 Amber Federal airway No. 4 control areas (San Antonio, Tex., to Waco, Tex.; Tulsa, Okla., to Baldwin City, Kans., and Omaha, Nebr., to Minot, N. Dak.).
601.105 Amber Federal airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).
601.106 Amber Federal airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).
601.107 Amber Federal airway No. 7 control areas (Miami, Fla., to United States-Canadian Border).
601.108 Amber Federal airway No. 8 control areas (Los Angeles, Calif., to Camarillo, Calif., and Red Bluff, Calif., to Ellensburg, Wash.).
601.109 Amber Federal airway No. 9 control areas (Charleston, S.C., to Norfolk, Va.).
601.110 Amber Federal airway No. 10 control areas (Hawaiian Islands).
601.111 Amber Federal airway No. 11 control areas (Hawaiian Islands).
601.112 Amber Federal airway No. 12 control areas (Hawaiian Islands).
601.113 Amber Federal airway No. 13 control areas (Hawaiian Islands).
601.115 Amber Federal airway No. 15 control areas (Untied States-Canadian Border to Annette Island, Alaska).

RED FEDERAL AIRWAYS

601.202 Red Federal airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.).
601.203 Red Federal airway No. 3 control areas (Philipsburg, Pa., to Harrisburg, Pa.).
601.204 Red Federal airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
601.205 Red Federal airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.206 Red Federal airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.).
601.208 Red Federal airway No. 8 control areas (Dayton, Ohio, to Newark, N.J.).
601.209 Red Federal airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.).
601.210 Red Federal airway No. 10 control areas (Dallas, Tex., to Merdidian, Miss.).
601.211 Red Federal airway No. 11 control areas (Tulsa, Okla., to Boston, Mass.).
601.212 Red Federal airway No. 12 control areas (Chicago, Ill., to Detroit, Mich.).
601.213 Red Federal airway No. 13 control areas (Wilkes-Barre, Pa., to Boston, Mass.).
601.215 Red Federal airway No. 15 control areas (Prescott, Ariz., to Phoenix, Ariz.).

Sec.	
601.216	Red Federal airway No. 16 control areas Tallahassee, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.).
601.217	Red Federal airway No. 17 control areas (Rantoul, Ill., to Baltimore, Md.).
601.218	Red Federal airway No. 18 control areas (Indianapolis, Ind., to Washington, D.C.).
601.219	Red Federal airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.).
601.220	Red Federal airway No. 20 control areas (Lansing, Mich., to Washington, D.C.).
601.221	Red Federal airway No. 21 control areas (New York, N.Y., to Bridgeport, Conn., and New London, Conn., to Boston, Mass.).
601.222	Red Federal airway No. 22 control areas (Mount Clemens, Mich., to Buffalo, N.Y.).
601.223	Red Federal airway No. 23 control areas (United States-Canadian Border, to New York, N.Y.).
601.224	Red Federal airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).
601.225	Red Federal airway No. 25, control areas (United States-Canadian Border to Bangor, Maine).
601.226	Red Federal airway No. 26 control areas (Petersburg, Va., to Corapeake, N.C.).
601.227	Red Federal airway No. 27 control areas (Nenabank, Alaska, to Wolf Intersection, Alaska).
601.228	Red Federal airway No. 28 control areas (Chicago, Ill., to Detroit, Mich.).
601.230	Red Federal airway No. 30 control areas (Alexandria, Pa., to Jacksonville, Fla.).
601.233	Red Federal airway No. 33 control areas (Norfolk, Va., to Richmond, Va., and Poughkeepsie, N.Y. to Chicopee Falls, Mass.).
601.234	Red Federal airway No. 34 control areas (Harrellsville, N.C., to Weeksville, N.C.).
601.237	Red Federal airway No. 37 control areas (Roanoke, Va., to Gordonsville, Va.).
601.239	Red Federal airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).
601.240	Red Federal airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska).
601.241	Red Federal airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska).
601.244	Red Federal airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).
601.245	Red Federal airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.).
601.246	Red Federal airway No. 46 control areas (United States-Canadian Border, to Jamestown, N. Dak.).
601.249	Red Federal airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).
601.250	Red Federal airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).
601.251	Red Federal airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.).
601.253	Red Federal airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.).
601.256	Red Federal airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).
601.257	Red Federal airway No. 57 control areas (Akron, Ohio, to Youngstown, Ohio).
601.258	Red Federal airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border).
601.259	Red Federal airway No. 59 control areas (Gage, Okla., to Oklahoma, City, Okla.).
601.260	Red Federal airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).
601.263	Red Federal airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.).
601.264	Red Federal airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).
601.265	Red Federal airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.).
601.269	Red Federal airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).
601.270	Red Federal airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).
601.271	Red Federal airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).
601.272	Red Federal airway No. 72 control areas (Millville, N.J., to Paterson, N.J.).
601.273	Red Federal airway No. 73 control areas (Baltimore, Md., to Millville, N.J.).
601.274	Red Federal airway No. 74 control areas (Biloxi, Miss., to Brookley AFB, Ala.).
601.275	Red Federal airway No. 75 control areas (United States-Canadian Border, Vancouver, B.C., to United States-Canadian Border, Abbotsford, B.C.).
601.277	Red Federal airway No. 77 control areas (Richmond, Va., to Atlantic City, N.J.).
601.278	Red Federal airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).
601.279	Red Federal airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).
601.280	Red Federal airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).
601.281	Red Federal airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).
601.282	Red Federal airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).
601.283	Red Federal airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).
601.284	Red Federal airway No. 84 control areas (Meredian, Miss., to Maxwell AFB, Ala.).
601.287	Red Federal airway No. 87 control areas (Hawaiian Islands).
601.288	Red Federal airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.290	Red Federal airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).
601.291	Red Federal airway No. 91 control areas (Dunkirk, N.Y., to Syracuse, N.Y.).
601.292	Red Federal airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).
601.294	Red Federal airway No. 94 control areas (Providence, R.I., to Hyannis, Mass.).
601.297	Red Federal airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.299	Red Federal airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska).
601.300	Red Federal airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).
601.302	Red Federal airway No. 102 control areas (Lexington, Ky., to Huntington, W. Va.).
601.303	Red Federal airway No. 103 control areas (Anchorage, Alaska, to Middleton Island, Alaska).
601.305	Red Federal airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).
601.308	Red Federal airway No. 108 control areas (Corinne, Utah, to Fort Bridger, Wyo.).
601.309	Red Federal airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).
601.313	Red Federal airway No. 113 control areas (Hawaiian Islands).

BLUE FEDERAL AIRWAYS

601.601	Blue Federal airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).
601.603	Blue Federal airway No. 3 control areas (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).
601.604	Blue Federal airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).
601.606	Blue Federal airway No. 6 control areas (Bangor, Mich., to Muskegon, Mich.).
601.608	Blue Federal airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).
601.609	Blue Federal airway No. 9 control areas (Duluth, Minn., to United States-Canadian Border).
601.612	Blue Federal airway No. 12 control areas (McGrath, Alaska, to Galena, Alaska).
601.613	Blue Federal airway No. 13 control areas (Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa).
601.614	Blue Federal airway No. 14 control areas (Campo, Calif., to Julian, Calif., and Riverside, Calif., to Wheeler Ridge, Calif.).
601.615	Blue Federal airway No. 15 control areas (Akron, Ohio, to Hubbard, Ohio).
601.616	Blue Federal airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).
601.618	Blue Federal airway No. 18 control areas (Paterson N.J., to Burlington, Vt.).
601.619	Blue Federal airway No. 19 control areas (Key West, Fla., to Melbourne, Fla.).
601.620	Blue Federal airway No. 20 control areas (Millville, N.J., to Allentown, Pa.).
601.621	Blue Federal airway No. 21 control areas (Coles Point, Va., to Elmira, N.Y.).
601.622	Blue Federal airway No. 22 control areas (Delta, Utah, to Malad City, Idaho).
601.623	Blue Federal airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).
601.625	Blue Federal airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska).
601.626	Blue Federal airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska).
601.627	Blue Federal airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).

Sec.
601.629 Blue Federal airway No. 29 control areas (Raleigh, N.C., to Lynchburg, Va.).
601.630 Blue Federal airway No. 30 control areas (Big Spring, Tex., to Pueblo, Colo.).
601.632 Blue Federal airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).
601.633 Blue Federal airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).
601.637 Blue Federal airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).
601.638 Blue Federal airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).
601.639 Blue Federal airway No. 39 control areas (Philipsburg, Pa., to Elmira, N.Y.).
601.640 Blue Federal airway No. 40 control areas (Concord, N.H., to Burlington, Vt.).
601.641 Blue Federal airway No. 41 control areas (Concord, N.H., to Portland, Maine, and Bangor, Maine, to United States-Canadian Border).
601.642 Blue Federal airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).
601.643 Blue Federal airway No. 43 control areas (Healy, Alaska, to Fairbanks, Alaska).
601.644 Blue Federal airway No. 44 control areas (Dundee, Mich., to United States-Canadian Border).
601.645 Blue Federal airway No. 45 control areas (Keene, N.H., to Lebanon, N.H., and Montpelier, Vt., to Newport, Vt.).
601.647 Blue Federal airway No. 47 control areas (Blackstone, Va., to Philipsburg, Pa.).
601.648 Blue Federal airway No. 48 control areas (Key West, Fla., to Miami, Fla.).
601.649 Blue Federal airway No. 49 control areas (Atlantic City, N.J., to Philadelphia, Pa.).
601.651 Blue Federal airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).
601.652 Blue Federal airway No. 52 control areas (Tamiami, Fla., to West Palm Beach, Fla.).
601.655 Blue Federal airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).
601.656 Blue Federal airway No. 56 control areas (Norfolk, Va., to Washington, D.C.).
601.658 Blue Federal airway No. 58 control areas (Hyannis, Mass., to Squantum, Mass.).
601.663 Blue Federal airway No. 63 control areas (Concord, N.H., to Berlin, N.H.).
601.664 Blue Federal airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).
601.665 Blue Federal airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).
601.666 Blue Federal airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N.Y.).
601.667 Blue Federal airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).
601.668 Blue Federal airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).
601.671 Blue Federal airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).
601.675 Blue Federal airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).
Sec.
601.676 Blue Federal airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).
601.679 Blue Federal airway No. 79 control areas (Annette Island, Alaska, to United States-Canadian Border).
601.680 Blue Federal airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).
601.684 Blue Federal airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).
601.685 Blue Federal airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).
601.687 Blue Federal airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).

Subpart C—Control Area Extensions

601.1001 Control area extension (Moses Lake, Wash.).
601.1002 Control area extension (Austin, Tex.).
601.1003 Control area extension (Corinne, Utah).
601.1004 Control area extension (Brownsville, Tex.).
601.1005 Control area extension (Jacksonville, Fla.).
601.1006 Control area extension (Lake Charles, La.).
601.1007 Control area extension (Laredo, Tex.).
601.1008 Control area extension (Savannah, Ga.).
601.1009 Control area extension (Augusta, Ga.).
601.1010 Control area extension (Greenwood, S.C.).
601.1011 Control area extension (Daytona, Beach, Fla.).
601.1012 Control area extension (Florence, S.C.).
601.1013 Control area extension (Fort Myers, Fla.).
601.1014 Control area extension (Greenville, S.C.) (Greenville-Charlotte-Greensboro area).
601.1015 Control area extension (Greenwood, Miss.).
601.1016 Control area extension (Augusta, Ga.).
601.1017 Control area extension (Newberg, Oreg.).
601.1018 Control area extension (Meridian, Miss.).
601.1019 Control area extension (Nashville, Tenn.).
601.1020 Control area extension (Macon, Ga.).
601.1021 Control area extension (Belleville, Ill.).
601.1022 Control area extension (West Palm Beach, Fla.).
601.1023 Control area extension (Akron, Colo.).
601.1024 Control area extension (Burlington, Iowa).
601.1025 Control area extension (New Orleans, La.).
601.1026 Control area extension (Grand Island, Nebr.).
601.1027 Control area extension (Kansas City, Mo.).
601.1028 Control area extension (Monroe, La.).
601.1029 Control area extension (Corpus Christi, Tex.).
601.1030 Control area extension (Victorville, Calif.).
601.1031 Control area extension (North Platte, Nebr.).
601.1032 Control area extension (Kotzebue, Alaska).
601.1033 Control area extension (St. Joseph, Mo.).
601.1034 Control area extension (Springfield, Mo.).
Sec.
601.1035 Control area extension (Little Rock, Ark.).
601.1036 Control area extension (West Palm Beach, Fla.).
601.1037 Control area extension (Pensacola, Fla.).
601.1038 Control area extension (Great Falls, Mont.).
601.1039 Control area extension (Portland, Oreg.).
601.1040 Control area extension (Medford, Oreg.).
601.1041 Control area extension (Boise, Idaho).
601.1042 Control area extension (Columbus, Ohio).
601.1043 Control area extension (Bowling Green, Ky.).
601.1044 Control area extension (Ypsilanti, Mich.).
601.1046 Control area extension (Falfurrias, Tex.).
601.1047 Control area extension (Bangor, Maine).
601.1048 Control area extension (Red Bluff, Calif.).
601.1049 Control area extension (Utica, N.Y.).
601.1050 Control area extension (Bakersfield, Calif.).
601.1051 Control area extension (Portland, Maine).
601.1052 Control area extension (Atlanta, Ga.).
601.1053 Control area extension (Houston, Tex.) (Beaumont-Palacios-Houston area).
601.1054 Control area extension (Sinclair, Wyo.).
601.1055 Control area extension (Elmira, N.Y.).
601.1056 Control area extension (Buffalo, N.Y.).
601.1057 Control area extension (Binghamton, N.Y.).
601.1058 Control area extension (Martinsburg, W. Va.).
601.1059 Control area extension (Lynchburg, Va.).
601.1060 Control area extension (Elkins, W. Va.).
601.1061 Control area extension (Mt. Clemens, Mich.).
601.1062 Control area extension (Raleigh, N.C.).
601.1063 Control area extension (Roanoke, Va.).
601.1064 Control area extension (Chicopee Falls, Mass.).
601.1065 Control area extension (Biloxi, Miss.).
601.1066 Control area extension (New York, N.Y.).
601.1067 Control area extension (Lexington, Ky.).
601.1068 Control area extension (Riverside, Calif.).
601.1069 Control area extension (Santa Barbara, Calif.).
601.1070 Control area extension (Charlottesville, Va.).
601.1071 Control area extension (Burbank, Calif.).
601.1072 Control area extension (Sumter, S.C.).
601.1073 Control area extension (Fresno, Calif.).
601.1074 Control area extension (North Bend, Oreg.).
601.1075 Control area extension (Ada, Okla.).
601.1076 Control area extension (Phoenix, Ariz.).
601.1077 Control area extension (Elko, Nev.).
601.1078 Control area extension (Reno, Nev.).
601.1079 Control area extension (Rock Springs, Wyo.).

Sec.
601.1080 Control area extension (Louisville, Ky.).
601.1081 Control area extension (Windsor Locks, Conn.).
601.1082 Control area extension (Montgomery, Ala.).
601.1083 Control area extension (Bartlesville, Okla.).
601.1084 Control area extension (Quincy, Ill.).
601.1085 Control area extension (Edwards Air Force Base, Calif.).
601.1086 Control area extension (Memphis, Tenn.).
601.1087 Control area extension (Akron, Ohio).
601.1088 Control area extension (Alexandria, Minn.).
601.1089 Control area extension (Cincinnati, Ohio).
601.1090 Control area extension (Lawrence, Mass.).
601.1091 Control area extension (Detroit, Mich.).
601.1092 Control area extension (Dickinson, N. Dak.).
601.1093 Control area extension (Fargo, N. Dak.).
601.1094 Control area extension (Flint, Mich.).
601.1095 Control area extension (Mountain Home, Idaho).
601.1096 Control area extension (Glenview, Ill.).
601.1097 Control area extension (Grand Forks, N. Dak.).
601.1098 Control area extension (Casper, Wyo.).
601.1099 Control area extension (Indianapolis, Ind.).
601.1100 Control area extension (Lone Rock, Wis.).
601.1101 Control area extension (Madison, Wis.).
601.1102 Control area extension (Minneapolis, Minn.).
601.1103 Control area extension (Minot, N. Dak.).
601.1104 Control area extension (Brownwood, Tex.).
601.1105 Control area extension (Muskegon, Mich.).
601.1106 Control area extension (Whidbey Island, Wash.).
601.1107 Control area extension (Columbus, Miss.).
601.1108 Control area extension (Salina, Kans.).
601.1109 Control area extension (Goodland, Kans.).
601.1110 Control area extension (Hobbs, N. Mex.).
601.1111 Control area extension (San Diego, Calif.).
601.1113 Control area extension (San Francisco, Calif.).
601.1114 Control area extension (Bettles, Alaska).
601.1115 Control area extension (Dodge City, Kans.).
601.1116 Control area extension (Hutchinson, Kans.).
601.1117 Control area extension (Grosse Ile, Mich.).
601.1118 Control area extension (Grand Junction, Colo.).
601.1119 Control area extension (St. Louis, Mo.).
601.1120 Control area extension (Cedar Rapids, Iowa).
601.1122 Control area extension (Tri-City, Tenn.).
601.1123 Control area extension (Birmingham, Ala.).
601.1124 Control area extension (Eugene, Oreg.).
601.1125 Control area extension (Tallahassee, Fla.).
601.1126 Control area extension (Knoxville, Tenn.).
601.1127 Control area extension (Pasco, Wash.).
601.1128 Control area extension (Alexandria, La.).
601.1129 Control area extension (Washington, D.C.).
601.1130 Control area extension (Spokane, Wash.).
601.1131 Control area extension (Sitka, Alaska).
601.1132 Control area extension (West Palm Beach, Fla.).
601.1133 Control area extension (Seattle, Wash.).
601.1134 Control area extension (Columbus, Ga.).
601.1135 Control area extension (Marianna, Fla.).
601.1136 Control area extension (San Juan, P.R.).
601.1137 Control area extension (Big Spring, Tex.).
601.1138 Control area extension (Orlando, Fla.).
601.1139 Control area extension (Fort Rucker, Ala.).
601.1140 Control area extension (Youngstown, Ohio).
601.1141 Control area extension (Boston, Mass.).
601.1142 Control area extension (Boston, Mass.).
601.1143 Control area extension (Nantucket, Mass.).
601.1144 Control area extension (Nantucket, Mass.).
601.1145 Control area extension (Nantucket, Mass.).
601.1146 Control area extension (Galena, Alaska.).
601.1147 Control area extension (New York, N.Y.).
601.1148 Control area extension (Millville, N.J.).
601.1149 Control area extension (Norfolk, Va.).
601.1150 Control area extension (Wilmington, N.C.).
601.1151 Control area extension (Wilmington, N.C.).
601.1152 Control area extension (Charleston, S.C.).
601.1153 Control area extension (Jacksonville, Fla.).
601.1154 Control area extension (Bismarck, N. Dak.).
601.1155 Control area extension (Omaha, Nebr.).
601.1156 Control area extension (Albany, Ga.).
601.1157 Control area extension (Chicago, Ill.).
601.1158 Control area extension (Cleveland, Ohio.).
601.1159 Control area extension (Moline, Ill.).
601.1160 Control area extension (South Bend, Ind.).
601.1161 Control area extension (Chicago, Ill.).
601.1162 Control area extension (Danville, Va.).
601.1163 Control area extension (Vero Beach, Fla.).
601.1164 Control area extension (Quonset Point, R.I.).
601.1165 Control area extension (Oakland, Calif.).
601.1166 Control area extension (Mobile, Ala.).
601.1167 Control area extension (Ontario, Oreg.).
601.1168 Control area extension (Ponca City, Okla.).
601.1169 Control area extension (Idlewild, N.Y.).
601.1170 Control area extension (Owensboro, Ky.).
601.1171 Control area extension (El Paso, Tex.).
601.1172 Control area extension (Rantoul, Ill.).
601.1173 Control area extension (San Francisco, Calif.).
601.1174 Control area extension (Ukiah, Calif.).
601.1175 Control area extension (Charleston, S.C.).
601.1176 Control area extension (Santa Barbara, Calif.).
601.1177 Control area extension (Long Beach, Calif.).
601.1179 Control area extension (Hilo, Hawaii).
601.1180 Control area extension (San Antonio, Tex.).
601.1181 Control area extension (Elizabeth City, N.C.).
601.1182 Control area extension (Enid, Okla.).
601.1184 Control area extension (Douglas, Ariz.).
601.1185 Control area extension (Provo, Utah).
601.1186 Control area extension (Tucson, Ariz.).
601.1187 Control area extension (Jackson, Mich.).
601.1188 Control area extension (Milwaukee,Wis.).
601.1189 Control area extension (Daggett, Calif.).
601.1190 Control area extension (McComb, Miss.).
601.1191 Control area extension (Thermal, Calif.).
601.1192 Control area extension (Merced, Calif.).
601.1193 Control area extension (Monterey, Calif.).
601.1194 Control area extension (Sacramento, Calif.).
601.1195 Control area extension (San Angelo, Tex.).
601.1196 Control area extension (Yuma, Ariz.).
601.1197 Control area extension (Dubois, Idaho).
601.1198 Control area extension (Idaho Falls, Idaho).
601.1199 Control area extension (St. Cloud, Minn.).
601.1200 Control area extension (Columbia, S.C.).
601.1201 Control area extension (Saginaw, Mich.).
601.1202 Control area extension (Tucumcari, N. Mex.).
601.1203 Control area extension (Montague, Calif.).
601.1204 Control area extension (El Morro, N. Mex.).
601.1205 Control area extension (Albuquerque, N. Mex.).
601.1206 Control area extension (Midland, Tex.).
601.1207 Control area extension (Carlsbad, N. Mex.).
601.1208 Control area extension (Salt Flat, Tex.).
601.1209 Control area extension (Columbus, N. Mex.).
601.1210 Control area extension (Olathe, Kans.).
601.1212 Control area extension (White Sulphur Springs, W. Va.).
601.1213 Control area extension (Chatsworth, Calif.).
601.1214 Control area extension (Brownsville, Tex.).
601.1215 Control area extension (Galveston, Tex.).
601.1216 Control area extension (New Orleans, La.).
601.1217 Control area extension (Kodiak, Alaska).
601.1218 Control area extension (Homer, Alaska).
601.1219 Control area extension (Pensacola, Fla.).

Sec.
601.1220 Control area extension (Burlington, Vt.).
601.1222 Control area extension (Pine Bluff, Ark.).
601.1223 Control area extension (Miramar, Calif.).
601.1224 Control area extension (Philipsburg, Pa.).
601.1225 Control area extension (Erie, Pa.).
601.1226 Control area extension (Grand Isle, La.) (Nan-Love Route).
601.1227 Control area extension (Lovelock, Nev.).
601.1228 Control area extension (Tampa, Fla.).
601.1229 Control area extension (Atterbury, Ind.).
601.1230 Control area extension (Miami, Fla.).
601.1231 Control area extension (Newport, Vt.).
601.1232 Control area extension (Miami, Fla.).
601.1233 Control area extension (Key West, Fla.).
601.1234 Control area extension (Marathon, Fla.).
601.1235 Control area extension (West Palm Beach, Fla.).
601.1236 Control area extension (Seattle, Wash.).
601.1237 Control area extension (Waco, Tex.).
601.1238 Control area extension (Amarillo, Tex.).
601.1239 Control area extension (Lubbock, Tex.).
601.1240 Control area extension (Tyler, Tex.).
601.1241 Control area extension (Tulsa, Okla.).
601.1242 Control area extension (Stockton, Calif.).
601.1243 Control area extension (La Crosse, Wis.).
601.1244 Control area extension (Terre Haute, Ind.).
601.1245 Control area extension (Port Allen, Hawaii).
601.1246 Control area extension (Evansville, Ind.).
601.1247 Control area extension (Las Vegas, Nev.).
601.1248 Control area extension (Richmond, Va.).
601.1249 Control area extension (Aberdeen, S. Dak.).
601.1250 Control area extension (Jamestown, N. Dak.).
601.1251 Control area extension (Mansfield, Ohio).
601.1252 Control area extension (Janesville, Wis.).
601.1253 Control area extension (Bradford, Ill.).
601.1254 Control area extension (Pontiac, Ill.).
601.1255 Control area extension (Findlay, Ohio).
601.1256 Control area extension (Pittsburgh, Pa.).
601.1257 Control area extension (Goshen, Ind.).
601.1258 Control area extension (Lafayette, Ind.).
601.1259 Control area extension (Huron, S. Dak.).
601.1260 Control area extension (Altus, Okla.).
601.1261 Control area extension (Lansing, Mich.).
601.1262 Control area extension (Mason City, Iowa).
601.1263 Control area extension (Rochester, Minn.).
601.1264 Control area extension (Dyersburg, Tenn.).
601.1265 Control area extension (Edenton, N.C.).

Sec.
601.1266 Control area extension (Litchfield, Mich.).
601.1267 Control area extension (Springfield, Ill.).
601.1268 Control area extension (Sioux Falls, S. Dak.).
601.1269 Control area extension (Watertown, S. Dak.).
601.1270 Control area extension (Harrisburg, Pa.).
601.1271 Control area extension (Front Royal, Va.).
601.1272 Control area extension (Baltimore, Md.).
601.1273 Control area extension (Syracuse, N.Y.).
601.1274 Control area extension (Niagara Falls, N.Y.).
601.1275 Control area extension (Fairbanks, Alaska).
601.1276 Control area extension (Cheyenne, Wyo.).
601.1277 Control area extension (Denver, Colo.).
601.1278 Control area extension (Des Moines, Iowa).
601.1279 Control area extension (Rapid City, S. Dak.).
601.1280 Control area extension (Sheridan, Wyo.).
601.1281 Control area extension (Pueblo, Colo.).
601.1282 Control area extension (Wichita, Kans.).
601.1283 Control area extension (Toledo, Wash.).
601.1284 Control area extension (Oklahoma City, Okla.).
601.1285 Control area extension (Shreveport, La.).
601.1286 Control area extension (Fort Worth, Tex.) (Waco-Fort Worth-Dallas - Oklahoma City - Abilene area).
601.1287 Control area extension (Houghton, Mich.).
601.1288 Control area extension (Sault Ste. Marie, Mich.).
601.1289 Control area extension (Valparaiso, Fla.).
601.1290 Control area extension (Joplin, Mo.).
601.1291 Control area extension (Garden City, Kans.).
601.1292 Control area extension (Manakin, Va.).
601.1293 Control area extension (Fort Smith, Ark.).
601.1294 Control area extension (Rochester, N.Y.).
601.1295 Control area extension (Falmouth, Mass.).
601.1296 Control area extension (Nantucket, Mass.).
601.1297 Control area extension (Paducah, Ky.).
601.1298 Control area extension (Promontory Point, Utah).
601.1299 Control area extension (Valdosta, Ga.).
601.1300 Control area extension (Prescott, Ariz.).
601.1301 Control area extension (Winslow, Ariz.).
601.1302 Control area extension (Lawton, Okla.).
601.1303 Control area extension (Albany, N.Y.).
601.1304 Control area extension (Poughkeepsie, N.Y.).
601.1305 Control area extension (La Junta, Colo.).
601.1306 Control area extension (Mountain Home, Idaho).
601.1307 Control area extension (Minchumina, Alaska).
601.1308 Control area extension (Gustavus, Alaska).
601.1309 Control area extension (Kodiak, Alaska).

Sec.
601.1310 Control area extension (Anchorage, Alaska).
601.1311 Control area extension (Oscoda, Mich.).
601.1312 Control area extension (Watertown, N.Y.).
601.1313 Control area extension (Sioux City, Iowa).
601.1314 Control area extension (Kirksville, Mo.).
601.1315 Control area extension (Emporia, Kans.).
601.1316 Control area extension (Los Angeles, Calif.).
601.1317 Control area extension (Tuscaloosa, Ala.).
601.1318 Control area extension (Muscle Shoals, Ala.).
601.1319 Control area extension (Key West, Fla.).
601.1320 Control area extension (Cross City, Fla.).
601.1321 Control area extension (Brunswick, Ga.).
601.1322 Control area extension (Alice, Tex.).
601.1323 Control area extension (Dallas, Tex.) (Dallas - Houston - Austin area).
601.1324 Control area extension (Brunswick, Maine).
601.1325 Control area extension (Tampa, Fla.).
601.1326 Control area extension (Fortuna, Calif.).
601.1327 Control area extension (Crescent City, Calif.).
601.1328 Control area extension (Oxnard, Calif.).
601.1329 Control area extension (Malden, Mo.).
601.1330 Control area extension (Sherman, Tex.).
601.1331 Control area extension (Tacoma, Wash.).
601.1332 Control area extension (Santa Maria, Calif.).
601.1333 Control area extension (Nome, Alaska).
601.1334 Control area extension (Del Rio, Tex.).
601.1335 Control area extension (Lafayette, La.).
601.1336 Control area extension (Eau Claire, Wis.).
601.1337 Control area extension (Wausau, Wis.).
601.1338 Control area extension (Green Bay, Wis.).
601.1339 Control area extension (Oshkosh, Wis.).
601.1340 Control area extension (Miles City, Mont.).
601.1341 Control area extension (Dover, Del.).
601.1342 Control area extension (Sanford, Fla.).
601.1343 Control area extension (Juneau, Alaska).
601.1344 Control area extension (Laconia, N.H.).
601.1345 Control area extension (Rockland, Maine).
601.1346 Control area extension (Bar Harbor, Maine).
601.1347 Control area extension (Colorado Springs, Colo.).
601.1348 Control area extension (Twin Falls, Idaho).
601.1349 Control area extension (Redmond, Oreg.).
601.1350 Control area extension (Kodiak, Alaska).
601.1352 Control area extension (Sedalia, Mo.).
601.1353 Control area extension (Charleston, W. Va.).
601.1354 Control area extension (Salem, Oreg.).

Sec.
601.1355 Control area extension (Berlin, N.H.).
601.1356 Control area extension (Greenville, Miss.).
601.1357 Control area extension (Fallon, Nev.).
601.1358 Control area extension (Midway Island).
601.1359 Control area extension (Childress, Tex.).
601.1360 Control area extension (Abilene, Tex.).
601.1361 Control area extension (Cotulla, Tex.).
601.1362 Control area extension (Dalhart, Tex.).
601.1363 Control area extension (Lufkin, Tex.).
601.1364 Control area extension (Texarkana, Ark.).
601.1365 Control area extension (Walnut Ridge, Ark.).
601.1366 Control area extension (Gage, Okla.).
601.1367 Control area extension (Wink, Tex.).
601.1369 Control area extension (Myrtle Beach, S.C.).
601.1370 Control area extension (Wilmington, N.C.).
601.1371 Control area extension (Hyannis, Mass.).
601.1372 Control area extension (Los Angeles, Calif.).
601.1373 Control area extension (Chattanooga, Tenn.).
601.1374 Control area extension (Limestone, Maine).
601.1375 Control area extension (Manchester, N.H.).
601.1376 Control area extension (Victoria, Tex.).
601.1377 Control area extension (Boston, Mass.).
601.1378 Control area extension (Wilmington, Del.).
601.1379 Control area extension (Waterloo, Iowa).
601.1380 Control area extension (Kaneohe, Hawaii).
601.1381 Control area extension (Kwajalein Island).
601.1382 Control area extension (Wake Island).
601.1383 Control area extension (Guam Island).
601.1384 Control area extension (Hopkinsville, Ky.).
601.1385 Control area extension (Rome, N.Y.).
601.1386 Control area extension (Orlando, Fla.).
601.1387 Control area extension (Blytheville, Ark.).
601.1389 Control area extension (Miami, Fla.).
601.1390 Control area extension (Oahu-Molokai, Hawaii).
601.1391 Control area extension (Gettysburg, Pa.).
601.1392 Control area extension (Ogden, Utah).
601.1393 Control area extension (Roswell, N. Mex.).
601.1394 Control area extension (Westhampton Beach, N.Y.).
601.1395 Control area extension (Plattsburgh, N.Y.).
601.1396 Control area extension (Asheville, N.C.).
601.1397 Control area extension (Cordova, Alaska).
601.1398 Control area extension (Anchorage, Alaska).
601.1399 Control area extension (Clovis, N. Mex.).
601.1400 Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).

Sec.
601.1401 Control area extension (King Salmon, Alaska) (King Salmon-Adak route).
601.1402 Control area extension (Middleton Island, Alaska).
601.1403 Control area extension (Yakataga, Alaska).
601.1404 Control area extension (Pierre, S. Dak.).
601.1405 Control area extension (Peru, Ind.).
601.1406 Control area extension (Milton, Fla.).
601.1407 Control area extension (Crestview, Fla.).
601.1408 Control area extension (Miami, Fla.).
601.1409 Control area extension (Huntsville, Ala.).
601.1410 Control area extension (Portsmouth, N.H.).
601.1411 Control area extension (Iwo Jima, Volcano Islands).
601.1412 Control area extension (Marysville, Calif.).
601.1413 Control area extension (Eniwetok Island).
601.1414 Control area extension (Cold Bay, Alaska).
601.1415 Control area extension (Fortuna, Calif.).
601.1416 Control area extension (Salt Lake City, Utah).
601.1417 Control area extension (El Dorado, Ark.).
601.1418 Control area extension (Hoquiam, Wash.).
601.1419 Control area extension (Newport, Oreg.).
601.1420 Control area extension (North Bend, Oreg.).
601.1422 Control area extension (Duluth, Minn.).
601.1423 Control area extension (Oahu, Hawaii).
601.1424 Control area extension (Rocky Mount, N.C.).
601.1425 Control area extension (Alpena, Mich.).
601.1426 Control area extension (Martha's Vineyard, Mass.).
601.1427 Control area extension (Miami, Fla.).
601.1428 Control area extension (Gainesville, Fla.).
601.1429 Control area extension (Camp Douglas, Wis.).
601.1430 Control area extension (Wichita Falls, Tex.).
601.1431 Control area extension (Ocala, Fla.).
601.1432 Control area extension (Billings, Mont.).
601.1433 Control area extension (Ephrata, Wash.).
601.1434 Control area extension (Key West, Fla.).
601.1436 Control area extension (San Bernardino, Calif.).
601.1437 Control area extension (Richmond, Ind.).
601.1438 Control area extension (Kahului, Maui, Hawaii).
601.1439 Control area extension (Battle Mountain, Nev.).
601.1440 Control area extension (Williams, Ariz.).
601.1441 Control area extension (Tucson, Ariz.).
601.1442 Control area extension (Fort Bridger, Wyo.).
601.1443 Control area extension (Bryce Canyon, Utah).
601.1444 Control area extension (Truth or Consequences, N. Mex.).
601.1445 Control area extension (Neah Bay, Wash.).
601.1446 Control area extension (Pendleton, Oreg.).

Sec.
601.1447 Control area extension (New Orleans, La.).
601.1448 Control area extension (Vero Beach, Fla.).
601.1449 Control area extension (Lometa, Tex.).
601.1450 Control area extension (South Boston, Va.).
601.1452 Control area extension (Muncie, Ind.).
601.1454 Control area extension (Miami, Fla.).
601.1455 Control area extension (Las Vegas, Nev.).
601.1456 Control area extension (El Paso, Tex.) (Webb/Rees areas).
601.1457 Control area extension (Dahlgren, Va.).
601.1462 Control area extension (Fort Wayne, Ind.).
601.1463 Control area extension (Hudspeth, Tex.).
601.1464 Control area extension (Banana River, Fla.).
601.1465 Control area extension (Mullan Pass, Mont.).
601.1467 Control area extension (Bethel, Alaska).
601.1468 Control area extension (Pellston, Mich.).
601.1469 Control area extension (Battle Creek, Mich.).
601.1470 Control area extension (Newburgh, N.Y.).

Subpart D—Control Zones

601.1981 Scope of control zones.
601.1982 Designation of control zones.
601.1983 Three-mile radius zones.
601.1984 Five-mile radius zones,

ADDITIONAL CONTROL ZONES

601.2001 Albany, N.Y., control zone.
601.2002 Augusta, Maine, control zone.
601.2003 Baltimore, Md., control zone.
601.2004 Bangor, Maine, control zone.
601.2005 Boston, Mass., control zone.
601.2006 Buffalo, N.Y., control zone.
601.2007 Burlington, Vt., control zone.
601.2008 Concord, N.H., control zone.
601.2009 Erie, Pa., control zone.
601.2010 Harrisburg, Pa., control zone.
601.2011 Hartford, Conn., control zone.
601.2012 Millinocket, Maine, control zone.
601.2013 Newark, N.J., control zone.
601.2014 Norfolk, Va., control zone.
601.2015 Philadelphia, Pa., control zone.
601.2016 Wheeling, W. Va., control zone.
601.2017 Pittsburgh, Pa., control zone.
601.2018 Portland, Maine, control zone.
601.2019 Providence, R.I., control zone.
601.2020 Richmond, Va., control zone.
601.2021 Rochester, N.Y., control zone.
601.2022 Washington, D.C., control zone.
601.2023 Albuquerque, N. Mex., control zone.
601.2024 Amarillo, Tex., control zone.
601.2025 Big Spring, Tex. control zone.
601.2026 Brownsville, Tex., control zone.
601.2027 Dallas, Tex. (Love Field), control zone.
601.2028 El Paso, Tex., control zone.
601.2029 Fort Worth, Tex. (Carswell AFB), control zone.
601.2030 Galveston, Tex., control zone.
601.2031 Houston, Tex., control zone.
601.2032 Laredo, Tex., control zone.
601.2033 Little Rock, Ark., control zone.
601.2034 Monroe, La., control zone.
601.2035 New Orleans, La., control zone.
601.2036 Ponca City, Okla., control zone.
601.2037 San Angelo, Tex., control zone.
601.2038 Shreveport, La., control zone.
601.2039 Tulsa, Okla., control zone.
601.2040 Smyrna, Tenn., control zone.
601.2041 Akron, Colo., control zone.
601.2042 Burlington, Iowa, control zone.
601.2043 Casper, Wyo., control zone.
601.2044 Cheyenne, Wyo., control zone.
601.2046 Columbia, Mo., control zone.

Sec.
601.2047 Denver, Colo., control zone.
601.2048 Des Moines, Iowa, control zone.
601.2049 Fort Bridger, Wyo., control zone.
601.2050 Garden City, Kans., control zone.
601.2051 Grand Island, Nebr., control zone.
601.2052 Quincy, Ill., control zone.
601.2053 Huron, S. Dak., control zone.
601.2054 Hutchinson, Kans., control zone.
601.2055 Joplin, Mo., control zone.
601.2056 Kansas City, Mo., control zone.
601.2057 Kirksville, Mo., control zone.
601.2059 Laramie, Wyo., control zone.
601.2060 Pellston, Mich., control zone.
601.2061 Lincoln, Nebr., control zone.
601.2062 Mason City, Iowa, control zone.
601.2063 North Platte, Nebr., control zone.
601.2064 Omaha, Nebr., control zone.
601.2065 Pierre, S. Dak., control zone.
601.2066 Pueblo, Colo., control zone.
601.2067 Rapid City, S. Dak., control zone.
601.2068 Rock Springs, Wyo., control zone.
601.2069 St. Joseph, Mo., control zone.
601.2070 St. Louis, Mo., control zone.
601.2071 Scottsbluff, Nebr., control zone.
601.2072 Sheridan, Wyo., control zone.
601.2073 Rawlings, Wyo., control zone.
601.2074 Sioux City, Iowa, control zone.
601.2075 Springfield, Mo., control zone.
601.2076 Topeka, Kans., control zone.
601.2077 Trinidad, Colo., control zone.
601.2078 Danville, Va., control zone.
601.2079 Watertown, S. Dak., control zone.
601.2080 Wichita, Kans., control zone.
601.2081 Jacksonville, N.C., control zone.
601.2082 Akron, Ohio, control zone.
601.2083 Alexandria, Minn., control zone.
601.2084 Battle Creek, Mich., control zone.
601.2085 Bismarck, N. Dak., control zone.
601.2086 Chicago, Ill., control zone.
601.2087 Cincinnati, Ohio, control zone.
601.2088 Dodge City, Kans., control zone.
601.2089 Cleveland, Ohio, control zone.
601.2090 Columbus, Ohio, control zone.
601.2091 Dayton, Ohio, control zone.
601.2092 Detroit, Mich., control zone.
601.2093 Dickinson, N. Dak., control zone.
601.2094 Duluth, Minn., control zone.
601.2095 Belleville, Ill., control zone.
601.2096 Evansville, Ind., control zone.
601.2097 Fargo, N. Dak., control zone.
601.2098 Flint, Mich., control zone.
601.2099 Fort Wayne, Ind., control zone.
601.2100 Glenview, Ill., control zone.
601.2101 Goshen, Ind., control zone.
601.2102 Grand Forks, N. Dak., control zone.
601.2103 Grand Rapids, Mich., control zone.
601.2104 Huntington, W. Va., control zone.
601.2105 Indianapolis, Ind., control zone.
601.2106 Jamestown, N. Dak., control zone.
601.2107 Joliet, Ill., control zone.
601.2108 Lansing, Mich., control zone.
601.2109 Lafayette, Ind. control zone.
601.2110 Lone Rock, Wis., control zone.
601.2111 Louisville, Ky., control zone.
601.2112 Madison, Wis., control zone.
601.2113 Milwaukee, Wis., control zone.
601.2114 Minneapolis, Minn., control zone.
601.2115 Minot, N. Dak., control zone.
601.2116 Moline, Ill., control zone.
601.2117 Muskegon, Mich., control zone.
601.2118 Hampton Roads, Va., control zone.
601.2119 Peoria, Ill., control zone.
601.2120 Rochester, Minn., control zone.
601.2121 Rockford, Ill., control zone.
601.2122 Detroit, Mich., control zone.
601.2123 South Bend, Ind., control zone.
601.2124 Roswell, N. Mex., control zone.
601.2125 Terre Haute, Ind., control zone.
601.2126 Toledo, Ohio, control zone.
601.2127 Youngstown, Ohio, control zone.
601.2128 Wilmington, N.C., control zone.
601.2129 Bowling Green, Ky., control zone.
601.2130 Atlanta, Ga., control zone.
601.2131 Augusta, Ga., control zone.
601.2132 Biloxi, Miss., control zone.
601.2133 Birmingham, Ala., control zone.
601.2134 Charleston, S.C., control zone.
601.2135 Charlotte, N.C., control zone.
601.2136 Newport News, Va., control zone.
601.2137 Columbia, S.C., control zone.

Sec.
601.2138 Crestview, Fla., control zone.
601.2139 Cross City, Fla., control zone.
601.2140 Daytona Beach, Fla., control zone.
601.2141 Dothan, Ala., control zone.
601.2142 Florence, S.C., control zone.
601.2143 Fort Myers, Fla., control zone.
601.2144 Greensboro, N.C., control zone.
601.2145 Greenville, S.C., control zone.
601.2146 Greenwood, Miss., control zone.
601.2147 Waterloo, Iowa, control zone.
601.2148 Jackson, Miss., control zone.
601.2149 Jacksonville, Fla., control zone.
601.2150 Key West, Fla., control zone.
601.2151 Knoxville, Tenn., control zone.
601.2152 Macon, Ga., control zone.
601.2153 Melbourne, Fla., control zone.
601.2154 Memphis, Tenn., control zone.
601.2155 Meridian, Miss., control zone.
601.2156 Miami, Fla., control zone.
601.2157 Mobile, Ala., control zone.
601.2158 Grandview, Mo., control zone.
601.2159 Montgomery, Ala., control zone.
601.2160 Muscle Shoals, Ala., control zone.
601.2161 Nashville, Tenn., control zone.
601.2162 Orlando, Fla., control zone.
601.2163 Pensacola, Fla., control zone.
601.2164 Raleigh, N.C., control zone.
601.2165 Savannah, Ga., control zone.
601.2166 Spartanburg, S.C., control zone.
601.2167 Tallahassee, Fla., control zone.
601.2168 Tampa, Fla., control zone.
601.2169 Tri-City, Tenn., control zone.
601.2170 West Palm Beach, Fla., control zone.
601.2171 Winston-Salem, N.C., control zone.
601.2172 Alma, Ga., control zone.
601.2173 Bakersfield, Calif., control zone.
601.2174 Burbank, Calif., control zone.
601.2175 El Centro, Calif., control zone.
601.2176 Fresno, Calif., control zone.
601.2177 Las Vegas, Nev., control zone.
601.2178 Long Beach, Calif., control zone.
601.2179 Los Angeles, Calif., control zone.
601.2180 Oakland, Calif., control zone.
601.2181 Ogden, Utah, control zone.
601.2182 Palmdale, Calif., control zone.
601.2183 Grand Junction, Colo., control zone.
601.2184 Prescott, Ariz., control zone.
601.2185 Sacramento, Calif., control zone.
601.2186 San Diego, Calif., control zone.
601.2187 San Francisco, Calif., control zone.
601.2188 Salt Lake City, Utah, control zone.
601.2189 Olathe, Kans., control zone.
601.2190 Atlantic City, N.J., control zone.
601.2191 Zanesville, Ohio, control zone.
601.2192 Ontario, Calif., control zone.
601.2193 Kahului, Hawaii, control zone.
601.2194 Hilo, Hawaii, control zone.
601.2195 Windsor Locks, Conn., control zone.
601.2196 Wilmington, Del., control zone.
601.2197 Morgantown, W. Va., control zone.
601.2198 Montpilier, Vt., control zone.
601.2199 Syracuse, N.Y., control zone.
601.2200 Allentown, Pa., control zone.
601.2201 Williamsport, Pa., control zone.
601.2202 Philadelphia, Pa., control zone.
601.2203 Martinsburg, W. Va., control zone.
601.2204 Presque Isle, Maine, control zone.
601.2205 Chincoteague, Va., control zone.
601.2206 New York, N.Y., control zone.
601.2207 White Plains, N.Y., control zone.
601.2208 Stockton, Calif., control zone.
601.2209 Tucson, Ariz., control zone.
601.2210 Santa Barbara, Calif., control zone.
601.2211 Beeville, Tex., control zone.
601.2213 Salina, Kans., control zone.
601.2214 Goodland, Kans., control zone.
601.2215 San Juan, P.R., control zone.
601.2216 Seattle, Wash., control zone.
601.2217 Aberdeen, S. Dak., control zone.
601.2218 Sioux Falls, S. Dak., control zone.
601.2219 Cedar Rapids, Iowa, control zone.
601.2220 Lubbock, Tex., control zone.
601.2221 La Crosse, Wis., control zone.
601.2222 Austin, Tex., control zone.
601.2223 Charleston, W. Va., control zone.
601.2224 Anderson, S.C., control zone.
601.2225 Mansfield, Ohio, control zone.
601.2226 Springfield, Ill., control zone.

Sec.
601.2227 Dover, Del., control zone.
601.2228 Fairbanks, Alaska, control zone.
601.2229 Fairfield, Calif., control zone.
601.2230 Brunswick, Ga., control zone.
601.2231 Vero Beach, Fla., control zone.
601.2232 Norfolk, Va., control zone.
601.2233 Quonset Point, R.I., control zone.
601.2234 Miami, Fla., control zone.
601.2235 Truth or Consequences, N. Mex., control zone.
601.2236 Whidbey Island, Wash., control zone.
601.2237 Dyersburg, Tenn., control zone.
601.2238 New York, N.Y., control zone.
601.2239 Cordova, Alaska, control zone.
601.2240 Milton, Fla., control zone.
601.2241 Macon, Ga., control zone.
601.2242 Lexington, Ky., control zone.
601.2243 Hempstead, N.Y., control zone.
601.2244 Quantico, Va., control zone.
601.2245 Chanute, Kans., control zone.
601.2246 Oklahoma City, Okla., control zone.
601.2247 Abilene, Tex., control zone.
601.2248 San Antonio, Tex., control zone.
601.2249 Corpus Christi, Tex., control zone.
601.2250 Tyler, Tex., control zone.
601.2251 Albany, Ga., control zone.
601.2252 El Toro, Calif., control zone.
601.2253 Sedalia, Mo., control zone.
601.2254 Falmouth, Mass., control zone.
601.2255 Aguadilla, P.R., control zone.
601.2256 Parkersburg, W. Va., control zone.
601.2257 Rantoul, Ill., control zone.
601.2258 Wichita Falls, Tex., control zone.
601.2259 Kodiak, Alaska, control zone.
601.2260 Fort Smith, Ark., control zone.
601.2261 Yakataga, Alaska, control zone.
601.2262 Honolulu, Hawaii, control zone.
601.2263 Lafayette, La., control zone.
601.2264 Spokane, Wash., control zone.
601.2265 Wright-Patterson AFB, Ohio, control zone.
601.2266 Springfield, Ohio, control zone.
601.2267 Baltimore, Md., control zone.
601.2268 Ottumwa, Iowa, control zone.
601.2269 Fort Dix, N.J., control zone.
601.2270 Enid, Okla., control zone.
601.2271 Saginaw, Mich., control zone.
601.2272 Wake Island control zone.
601.2273 Cincinnati, Ohio, control zone.
601.2275 Pensacola, Fla., control zone.
601.2276 Westover, Mass., control zone.
601.2277 Carlsbad, N. Mex., control zone.
601.2278 New Bedford, Mass., control zone.
601.2279 Anchorage, Alaska, control zone.
601.2280 Hobbs, N. Mex., control zone.
601.2281 Tacoma, Wash., control zone.
601.2282 Mt. Clemens, Mich., control zone.
601.2283 Atlanta, Ga., control zone.
601.2284 Traverse City, Mich., control zone.
601.2285 Victorville, Calif., control zone.
601.2286 Columbus, Ga., control zone.
601.2287 San Antonio, Tex., control zone.
601.2288 Longview, Tex., control zone.
601.2289 Houghton, Mich., control zone.
601.2290 Grand Marais, Mich., control zone.
601.2291 Sault Ste. Marie, Mich., control zone.
601.2292 Oceana, Va., control zone.
601.2293 Chicago, Ill., control zone.
601.2294 Nantucket, Mass., control zone.
601.2295 Camp Springs, Md., control zone.
601.2296 Valparaiso, Fla., control zone.
601.2297 Jackson, Mich., control zone.
601.2298 Omaha, Nebr., control zone.
601.2299 Limestone, Maine, control zone.
601.2300 Upolu Point, Hawaii, control zone.
601.2301 Waco, Tex., control zone.
601.2302 Willow Grove, Pa., control zone.
601.2303 Great Falls, Mont., control zone.
601.2304 Binghamton, N.Y., control zone.
601.2305 Lawton, Okla., control zone.
601.2306 Paducah, Ky., control zone.
601.2307 Brunswick, Maine, control zone.
601.2308 Valdosta, Ga., control zone.
601.2309 Valdosta, Ga., control zone.
601.2310 Oscoda, Mich., control zone.
601.2311 San Antonio, Tex., control zone.
601.2312 Columbus, Ind., control zone.
601.2313 Pittsburgh, Pa., control zone.

Sec.
601.2314 College Station, Tex., control zone.
601.2315 San Bernardino, Calif., control zone.
601.2316 Marianna, Fla., control zone.
601.2317 Tuscaloosa, Ala., control zone.
601.2318 Myrtle Beach, S.C., control zone.
601.2319 Malden, Mo., control zone.
601.2320 Midland, Tex., control zone.
601.2321 Oxnard, Calif., control zone.
601.2322 Fort Worth, Tex. (Carter Field), control zone.
601.2323 Grand Prairie, Tex., control zone.
601.2324 New Bern, N.C., control zone.
601.2325 Hyannis, Mass., control zone.
601.2326 Martha's Vineyard, Mass., control zone.
601.2327 Baton Rouge, La., control zone.
601.2328 Manchester, N.H., control zone.
601.2329 Gage, Okla., control zone.
601.2330 Alexandria, La., control zone.
601.2331 Lake Charles, La., control zone.
601.2332 Beaumont, Tex., control zone.
601.2333 Palacios, Tex., control zone.
601.2334 Alice, Tex., control zone.
601.2335 Eau Claire, Wis., control zone.
601.2336 Green Bay, Wis., control zone.
601.2337 Wausau, Wis., control zone.
601.2338 Phoenix, Ariz., control zone.
601.2339 Douglas, Ariz., control zone.
601.2340 Sanford, Fla., control zone.
601.2341 Utica, N.Y., control zone.
601.2342 Ardmore, Okla., control zone.
601.2343 Pine Bluff, Ark., control zone.
601.2344 Gulfport, Miss., control zone.
601.2345 Calverton, N.Y., control zone.
601.2346 Guam Island control zone.
601.2347 Guam Island control zone.
601.2348 Midway Island control zone.
601.2349 Kwajalein Island control zone.
601.2350 Childress, Tex., control zone.
601.2351 Cotulla, Tex., control zone.
601.2352 Dalhart, Tex., control zone.
601.2353 Lufkin, Tex., control zone.
601.2354 Texarkana, Ark., control zone.
601.2355 Walnut Ridge, Ark., control zone.
601.2356 Hobart, Okla., control zone.
601.2357 Brunswick, Ga., control zone.
601.2358 Clovis, N. Mex., control zone.
601.2359 McComb, Miss., control zone.
601.2360 South Weymouth, Mass., control zone.
601.2361 Grosse Ile, Mich., control zone.
601.2362 Merced, Calif., control zone.
601.2363 Elizabeth City, N.C., control zone.
601.2364 Hopkinsville, Ky., control zone.
601.2365 Salem, Oreg., control zone.
601.2366 Riverside, Calif., control zone.
601.2367 Fort Bragg, N.C., control zone.
601.2368 Sault Ste. Marie, Mich., control zone.
601.2369 Sacramento, Calif., control zone.
601.2371 Plattsburg, N.Y., control zone.
601.2372 Asheville, N.C., control zone.
601.2373 Chamblee, Ga., control zone.
601.2374 Billings, Mont., control zone.
601.2375 Islip, N.Y., control zone.
601.2376 Little Rock, Ark., control zone.
601.2377 Shreveport, La., control zone.
601.2378 Peru, Ind., control zone.
601.2379 Beaufort, S.C., control zone.
601.2380 Altus, Okla., control zone.
601.2381 Homestead, Fla., control zone.
601.2382 Huntsville, Ala., control zone.
601.2383 Memphis, Tenn., control zone.
601.2384 Blytheville, Ark., control zone.
601.2385 Anniston, Ala., control zone.
601.2386 Mountain Home, Idaho, control zone.
601.2387 San Antonio, Tex., control zone.
601.2388 Miramar, Calif., control zone.
601.2389 Portsmouth, N.H., control zone.
601.2390 North, S.C., control zone.
601.2391 Kaneohe, Hawaii, control zone.
601.2392 Elmira, N.Y., control zone.
601.2393 Watertown, N.Y., control zone.
601.2394 Niagara Falls, N.Y., control zone.
601.2396 Everett, Wash., control zone.
601.2397 Schenectady, N.Y., control zone.
601.2398 El Dorado, Ark., control zone.
601.2399 Del Rio, Tex., control zone.
601.2400 La Grange, Ga., control zone.
601.2401 Findlay, Ohio, control zone.
601.2402 Hickory, N.C., control zone.
601.2403 Fort Rucker, Ala., control zone.
601.2404 Harlingen, Tex., control zone.
601.2405 Junction, Tex., control zone.
601.2406 Rocky Mount, N.C., control zone.
601.2407 Alpena, Mich., control zone.
601.2408 Camp Douglas, Wis., control zone.
601.2409 Goldsboro, N.C., control zone.
601.2410 Pocatello, Idaho, control zone.
601.2411 Clinton, Okla., control zone.
601.2412 Mineral Wells, Tex., control zone.
601.2413 Hoquiam, Wash., control zone.
601.2414 Chandler, Ariz., control zone.
601.2415 San Jose, Calif., control zone.
601.2416 Sherman, Tex., control zone.
601.2417 Atlanta, Ga., control zone.
601.2418 Chicago, Ill., control zone.
601.2419 Wilkes-Barre, Pa., control zone.
601.2420 Santa Monica, Calif., control zone.
601.2421 Bradford, Pa., control zone.
601.2422 Farmington, N. Mex., control zone.
601.2423 Killeen, Tex., control zone.
601.2425 Wichita, Kans., control zone.
601.2426 Lynchburg, Va., control zone.
601.2428 Butler, Mo., control zone.
601.2429 Vandalia, Ill., control zone.
601.2430 Emporia, Kans., control zone.
601.2431 Russell, Kans., control zone.
601.2432 Lamoni, Iowa, control zone.
601.2433 Philip, S. Dak., control zone.
601.2434 Sidney, Nebr., control zone.
601.2435 Moses Lake, Wash., control zone.
601.2436 New Orleans, La., control zone.
601.2437 London, Ky., control zone.
601.2438 Greenville, Miss., control zone.
601.2439 Santa Maria, Calif., control zone.
601.2440 Seattle, Wash., control zone (Seattle-Tacoma International Airport).
601.2441 Seattle, Wash., control zone (Boeing Airport).
601.2442 Renton, Wash., control zone (Renton Airport).
601.2443 Fayetteville, N.C., control zone.
601.2444 Cold Bay, Alaska, control zone.
601.2445 Beale, Calif., control zone.
601.2446 Bridgeport, Conn., control zone.
601.2447 Bethel, Alaska, control zone.
601.2448 Lakehurst, N.J., control zone.
601.2449 Columbus, Miss., control zone.
601.2450 Newburgh, N.Y., control zone.
601.2451 Grand Forks, N. Dak., control zone.
601.2452 Athens, Ga., control zone.
601.2458 Fullerton, Calif., control zone.
601.2461 Marquette, Mich., control zone (K. I. Sawyer AFB).

Subpart E—Colored Federal Airway Reporting Points

DESIGNATION OF REPORTING POINTS

601.4001 Designation of reporting points.

GREEN FEDERAL AIRWAYS

601.4011 Green Federal airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
601.4012 Green Federal airway No. 2 (Seattle, Wash., to Boston, Mass.).
601.4013 Green Federal airway No. 3 (Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.).
601.4014 Green Federal airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
601.4015 Green Federal airway No. 5 (Los Angeles, Calif., to Fort Worth, Tex., and Pine Bluff, Ark., to Boston, Mass.).
601.4016 Green Federal airway No. 6 (Alice, Tex., to Mobile, Ala., and Greensboro, N.C., to Richmond, Va.).
601.4017 Green Federal airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
601.4018 Green Federal airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
601.4019 Green Federal airway No. 9 (Hawaiian Islands).
601.4020 Green Federal airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER FEDERAL AIRWAYS

601.4101 Amber Federal airway No. 1 (United States-Mexican Border to Nome, Alaska).
601.4102 Amber Federal airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).
601.4103 Amber Federal airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
601.4104 Amber Federal airway No. 4 (San Antonio, Tex., to Waco, Tex.; Tulsa, Okla., to Baldwin City, Kans., and Omaha, Nebr., to Minot, N. Dak.).
601.4105 Amber Federal airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
601.4106 Amber Federal airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
601.4107 Amber Federal airway No. 7 (Miami, Fla., to United States-Canadian Border).
601.4108 Amber Federal airway No. 8 (Los Angeles, Calif., to Camarillo, Calif., and Red Bluff, Calif., to Ellensburg, Wash.).
601.4109 Amber Federal airway No. 9 (Charleston, S.C., to Norfolk, Va.).
601.4110 Amber Federal airway No. 10 (Hawaiian Islands).
601.4111 Amber Federal airway No. 11 (Hawaiian Islands).
601.4112 Amber Federal airway No. 12 (Hawaiian Islands).
601.4113 Amber Federal airway No. 13 (Hawaiian Islands).
601.4115 Amber Federal airway No. 15 (United States-Canadian Border to Annette Island, Alaska).

RED FEDERAL AIRWAYS

601.4202 Red Federal airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
601.4203 Red Federal airway No. 3 (Philipsburg, Pa., to Harrisburg, Pa.).
601.4204 Red Federal airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
601.4205 Red Federal airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.4206 Red Federal airway No. 6 (Denver, Colo., to Omaha, Nebr.).
601.4208 Red Federal airway No. 8 (Dayton, Ohio, to Newark, N.J.).
601.4209 Red Federal airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
601.4210 Red Federal airway No. 10 (Dallas, Tex., to Meridian, Miss.
601.4211 Red Federal airway No. 11 (Tulsa, Okla., to Boston, Mass.).
601.4212 Red Federal airway No. 12 (Chicago, Ill., to Detroit, Mich.).
601.4213 Red Federal airway No. 13 (Wilkes-Barre, Pa., to Boston, Mass.).
601.4215 Red Federal airway No. 15 (Prescott, Ariz., to Phoenix, Ariz.).
601.4216 Red Federal airway No. 16 (Tallahassee, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.).
601.4217 Red Federal airway No. 17 (Rantoul, Ill., to Baltimore, Md.).
601.4218 Red Federal airway No. 18 (Indianapolis, Ind., to Washington, D.C.).
601.4219 Red Federal airway No. 19 (Traverse City, Mich., to Norfolk, Va.).

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601.4220	Red Federal airway No. 20 (Lansing, Mich., to Washington, D.C.).
601.4221	Red Federal airway No. 21 (New York, N.Y., to Bridgeport, Conn., and New London, Conn., to Boston, Mass.).
601.4222	Red Federal airway No. 22 (Mount Clemens, Mich., to Buffalo, N.Y.).
601.4223	Red Federal airway No. 23 (United States-Canadian Border to New York, N.Y.).
601.4224	Red Federal airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
601.4225	Red Federal airway No. 25 (United States-Canadian Border to Bangor, Maine).
601.4226	Red Federal airway No. 26 (Petersburg, Va., to Corapeake, N.C.).
601.4227	Red Federal airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).
601.4228	Red Federal airway No. 28 (Chicago, Ill., to Detroit, Mich.).
601.4230	Red Federal airway No. 30 (Alexandria, La., to Jacksonville, Fla.).
601.4233	Red Federal airway No. 33 (Norfolk, Va., to Richmond, Va., and Poughkeepsie, N.Y., to Chicopee Falls, Mass.).
601.4234	Red Federal airway No. 34 (Harrellsville, N.C., to Weeksville, N.C.).
601.4237	Red Federal airway No. 37 (Roanoke, Va., to Gordonsville, Va.).
601.4239	Red Federal airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
601.4240	Red Federal airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
601.4241	Red Federal airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
601.4244	Red Federal airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
601.4245	Red Federal airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
601.4246	Red Federal airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
601.4249	Red Federal airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
601.4250	Red Federal airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
601.4251	Red Federal airway No. 51 (Blackstone, Va., to Norfolk, Va.).
601.4253	Red Federal airway No. 53 (Portland, Oreg., to Spokane, Wash.).
601.4256	Red Federal airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
601.4257	Red Federal airway No. 57 (Akron, Ohio, to Youngstown, Ohio).
601.4258	Red Federal airway No. 58 (Augusta, Maine, to United States-Canadian Border).
601.4259	Red Federal airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).
601.4260	Red Federal airway No. 60 (Oakland, Calif., to Stockton, Calif.).
601.4263	Red Federal airway No. 63 (Bangor, Mich., to Jackson, Mich.).
601.4264	Red Federal airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
601.4265	Red Federal airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
601.4269	Red Federal airway No. 69 (Midland, Tex., to Big Spring, Tex.).
601.4270	Red Federal airway No. 70 (Midland, Tex., to Lubbock, Tex.).
601.4271	Red Federal airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
601.4272	Red Federal airway No. 72 (Millville, N.J., to Paterson, N.J.).
601.4273	Red Federal airway No. 73 (Baltimore, Md., to Millville, N.J.).
601.4274	Red Federal airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).
601.4275	Red Federal airway No. 75 (United States-Canadian Border, Vancouver, B.C., to United States-Canadian Border, Abbotsford, B.C.).
601.4277	Red Federal airway No. 77 (Richmond, Va., to Atlantic City, N.J.).
601.4278	Red Federal airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
601.4279	Red Federal airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
601.4280	Red Federal airway No. 80 (Helena, Mont., to Miles City, Mont.).
601.4281	Red Federal airway No. 81 (Lansing, Mich., to Detroit, Mich.).
601.4282	Red Federal airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
601.4283	Red Federal airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
601.4284	Red Federal airway No. 84 (Meridian, Miss., to Maxwell AFB, Ala.).
601.4287	Red Federal airway No. 87 (Hawaiian Islands).
601.4288	Red Federal airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
601.4290	Red Federal airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
601.4291	Red Federal airway No. 91 (Dunkirk, N.Y., to Syracuse, N.Y.).
601.4292	Red Federal airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).
601.4294	Red Federal airway No. 94 (Providence, R.I., to Hyannis, Mass.).
601.4297	Red Federal airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
601.4299	Red Federal airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
601.4300	Red Federal airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).
601.4302	Red Federal airway No. 102 (Lexington, Ky., to Huntington, W. Va.).
601.4303	Red Federal airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).
601.4305	Red Federal airway No. 105 (Wichita, Kans., to Neosho, Mo.).
601.4308	Red Federal airway No. 108 (Corrine, Utah, to Fort Bridger, Wyo.).
601.4309	Red Federal airway No. 109 (Portland, Oreg., to Spokane, Wash.).
601.4313	Red Federal airway No. 113 (Hawaiian Islands).

BLUE FEDERAL AIRWAYS

Sec.	
601.4601	Blue Federal airway No. 1 (Miami, Fla., to Tampa, Fla.).
601.4603	Blue Federal airway No. 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).
601.4604	Blue Federal airway No. 4 (Boston, Mass., to United States-Canadian Border).
601.4606	Blue Federal airway No. 6 (Bangor, Mich., to Muskegon, Mich.).
601.4608	Blue Federal airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
601.4609	Blue Federal airway No. 9 (Duluth, Minn., to United States-Canadian Border).
601.4612	Blue Federal airway No. 12 (McGrath, Alaska, to Galena, Alaska).
601.4613	Blue Federal airway No. 13 (Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa).
601.4614	Blue Federal airway No. 14 (Campo, Calif., to Julian, Calif., and Riverside, Calif., to Wheeler Ridge, Calif.).
601.4615	Blue Federal airway No. 15 (Akron, Ohio, to Hubbard, Ohio).
601.4616	Blue Federal airway No. 16 (Waverly, Va., to Tappahannock, Va.).
601.4618	Blue Federal airway No. 18 (Paterson, N.J., to Burlington, Vt.).
601.4619	Blue Federal airway No. 19 (Key West, Fla., to Melbourne, Fla.).
601.4620	Blue Federal airway No. 20 (Millville, N.J., to Allentown, Pa.).
601.4621	Blue Federal airway No. 21 (Coles Point, Va., to Elmira, N.Y.).
601.4622	Blue Federal airway No. 22 (Delta, Utah, to Malad City, Idaho).
601.4623	Blue Federal airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
601.4625	Blue Federal airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).
601.4626	Blue Federal airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
601.4627	Blue Federal airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
601.4629	Blue Federal airway No. 29 (Raleigh, N.C., to Lynchburg, Va.).
601.4630	Blue Federal airway No. 30 (Big Spring, Tex., to Pueblo, Colo.).
601.4632	Blue Federal airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).
601.4633	Blue Federal airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
601.4637	Blue Federal airway No. 37 (Casper, Wyo., to Rapid City, S.Dak.).
601.4638	Blue Federal airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
601.4639	Blue Federal airway No. 39 (Philipsburg, Pa., to Elmira, N.Y.).
601.4640	Blue Federal airway No. 40 (Concord, N.H., to Burlington, Vt.).
601.4641	Blue Federal airway No. 41 (Concord, N.H., to Portland, Maine, and Bangor, Maine to United States-Canadian Border).
601.4642	Blue Federal airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
601.4643	Blue Federal airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).
601.4644	Blue Federal airway No. 44 (Dundee, Mich., to United States-Canadian Border).
601.4645	Blue Federal airway No. 45 (Keene, N.H., to Lebanon, N.H., and Montpelier, Vt., to Newport, Vt.).
601.4647	Blue Federal airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).
601.4648	Blue Federal airway No. 48 (Key West, Fla., to Miami, Fla.).
601.4649	Blue Federal airway No. 49 (Atlantic City, N.J., to Philadelphia, Pa.).
601.4651	Blue Federal airway No. 51 (Wendover, Utah, to Dubois, Idaho).
601.4652	Blue Federal airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).
601.4655	Blue Federal airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
601.4656	Blue Federal airway No. 56 (Norfolk, Va., to Washington, D.C.).
601.4658	Blue Federal airway No. 58 (Hyannis, Mass., to Squantum, Mass.).
601.4663	Blue Federal airway No. 63 (Concord, N.H., to Berlin, N.H.).
601.4664	Blue Federal airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).

Sec.

601.4665 Blue Federal airway No. 65 (Shuyak, Alaska, to Homer, Alaska).

601.4666 Blue Federal airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N.Y.).

601.4667 Blue Federal airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

601.4668 Blue Federal airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).

601.4671 Blue Federal airway No. 71 (Toledo, Wash., to Seattle, Wash.).

601.4675 Blue Federal airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

601.4676 Blue Federal airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).

601.4679 Blue Federal airway No. 79 (Anette Island, Alaska, to United States-Canadian Border).

601.4680 Blue Federal airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).

601.4684 Blue Federal airway No. 84 (Augusta, Maine, to Millinocket, Maine).

601.4685 Blue Federal airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).

601.4687 Blue Federal airway No. 87 (Lexington, Ky., to Dayton, Ohio).

OTHER REPORTING POINTS

601.5001 Other reporting points.

Subpart F—VOR Federal Airway Control Areas

DOMESTIC VOR FEDERAL AIRWAY CONTROL AREAS

601.6001 VOR Federal airway No. 1 control areas (Jacksonville, Fla., to New York, N.Y.).

601.6002 VOR Federal airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).

601.6003 VOR Federal airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).

601.6004 VOR Federal airway No. 4 control areas (Seattle, Wash., to Washington, D.C.).

601.6005 VOR Federal airway No. 5 control areas (Jacksonville, Fla., to London, Ont.).

601.6006 VOR Federal airway No. 6 control areas (Oakland, Calif., to New York, N.Y.).

601.6007 VOR Federal airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).

601.6008 VOR Federal airway No. 8 control areas (Long Beach, Calif., to Washington, D.C.).

601.6009 VOR Federal airway No. 9 control areas (New Orleans, La., to Green Bay, Wis.).

601.6010 VOR Federal airway No. 10 control areas (Pueblo, Colo., to Youngstown, Ohio).

601.6011 VOR Federal airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).

601.6012 VOR Federal airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).

601.6013 VOR Federal airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).

601.6014 VOR Federal airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).

601.6015 VOR Federal airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).

601.6016 VOR Federal airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).

601.6017 VOR Federal airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).

Sec.

601.6018 VOR Federal airway No. 18 control areas (Dallas, Tex., to Charleston, S.C.).

601.6019 VOR Federal airway No. 19 control areas (El Paso, Tex., to Great Falls, Mont.).

601.6020 VOR Federal airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).

601.6021 VOR Federal airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).

601.6022 VOR Federal airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).

601.6023 VOR Federal airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).

601.6024 VOR Federal airway No. 24 control areas (Aberdeen, S. Dak., to Lone Rock, Wis.).

601.6025 VOR Federal airway No. 25 control areas (San Diego, Calif., to Ellensburg, Wash.).

601.6026 VOR Federal airway No. 26 control, areas (Cherokee, Wyo., to Cleveland, Ohio).

601.6027 VOR Federal airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).

601.6028 VOR Federal airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).

601.6029 VOR Federal airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).

601.6030 VOR Federal airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).

601.6031 VOR Federal airway No. 31 control areas (Baltimore, Md., to Rochester, N.Y.).

601.6032 VOR Federal airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.).

601.6033 VOR Federal airway No. 33 control areas (Baltimore, Md., to Buffalo, N.Y.).

601.6034 VOR Federal airway No. 34 control areas (Rochester, N.Y., to Wilton, Conn.).

601.6035 VOR Federal airway No. 35 control areas (Key West, Fla., to Syracuse, N.Y.).

601.6036 VOR Federal airway No. 36 control areas (Toronto, Canada, to New York, N.Y.).

601.6037 VOR Federal airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).

601.6038 VOR Federal airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).

601.6039 VOR Federal airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).

601.6040 VOR Federal airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).

601.6041 VOR Federal airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).

601.6042 VOR Federal airway No. 42 control areas (Flint, Mich., to Washington, D.C.).

601.6043 VOR Federal airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).

601.6044 VOR Federal airway No. 44 control areas (Centralia, Ill., to Baltimore, Md.).

601.6045 VOR Federal airway No. 45 control areas (New Bern, N.C., to Saginaw, Mich.).

601.6046 VOR Federal airway No. 46 control areas (New York, N.Y., to Nantucket, Mass.).

601.6047 VOR Federal airway No. 47 control areas (Bowling Green, Ky., to Detroit, Mich.).

Sec.

601.6048 VOR Federal airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).

601.6050 VOR Federal airway No. 50 control areas (St. Joseph, Mo., to Dayton, Ohio).

601.6051 VOR Federal airway No. 51 control areas (Key West, Fla., to Chicago, Ill.).

601.6052 VOR Federal airway No. 52 control areas (Des Moines, Iowa, to Evansville, Ind.).

601.6053 VOR Federal airway No. 53 control areas (Charleston, S.C., to Chicago, Ill.).

601.6054 VOR Federal airway No. 54 control areas (Quitman, Tex., to Charlotte, N.C.).

601.6055 VOR Federal airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).

601.6056 VOR Federal airway No. 56 control areas (Montgomery, Ala., to Florence, S.C.).

601.6057 VOR Federal airway No. 57 control areas (Evergreen, Ala., to Hamilton, Ohio).

601.6058 VOR Federal airway No. 58 control areas (Imperial, Pa., to Hartford, Conn.).

601.6059 VOR Federal airway No. 59 control areas (Pulaski, Va., to Cleveland, Ohio).

601.6060 VOR Federal airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).

601.6061 VOR Federal airway No. 61 control areas (Bridgeport, Tex., to Lawton, Okla.).

601.6062 VOR Federal airway No. 62 control areas (Prescott, Ariz., to Abilene, Tex.).

601.6063 VOR Federal airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).

601.6064 VOR Federal airway No. 64 control areas (Los Angeles, Calif., to Blythe, Calif.).

601.6065 VOR Federal airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).

601.6066 VOR Federal airway No. 66 control areas (San Diego, Calif., to Sulphur Springs, Tex.).

601.6067 VOR Federal airway No. 67 control areas (Cedar Rapids, Iowa, to Rochester, Minn.).

601.6068 VOR Federal airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).

601.6069 VOR Federal airway No. 69 control areas (Shreveport, La., to Chicago, Ill.).

601.6070 VOR Federal airway No. 70 control areas (Lafayette, La., to Baton Rouge, La.).

601.6071 VOR Federal airway No. 71 control areas (Flippin, Ark., to Kansas City, Mo.).

601.6072 VOR Federal airway No. 72 control areas (Fayettville, Ark., to Albany, N.Y.).

601.6073 VOR Federal airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).

601.6074 VOR Federal airway No. 74 control areas (Hugo, Colo., to Pine Bluff, Ark.).

601.6075 VOR Federal airway No. 75 control areas (Petersburg, West Va., to Cleveland, Ohio).

601.6076 VOR Federal airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).

601.6077 VOR Federal airway No. 77 control areas (Cotulla, Tex., to Des Moines, Iowa).

601.6078 VOR Federal airway No. 78 control areas (Huron, S. Dak., to Eau Claire, Wis.).

Sec.

601.6079 VOR Federal airway No. 79 control areas (Fort Stockton, Tex., to Lubbock, Tex.).

601.6080 VOR Federal airway No. 80 control areas (Akron, Colo., to North Platte, Nebr.).

601.6081 VOR Federal airway No. 81 control areas (Midland, Tex., to Salt Lake City, Utah).

601.6082 VOR Federal airway No. 82 control areas (Minneapolis, Minn., to Nodine, Minn.).

601.6083 VOR Federal airway No. 83 control areas (Carlsbad, N. Mex., to Kiowa, Colo.).

601.6084 VOR Federal airway No. 84 control areas (Hinckley, Ill., to Syracuse, N.Y.).

601.6085 VOR Federal airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).

601.6086 VOR Federal airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).

601.6087 VOR Federal airway No. 87 control areas (San Francisco, Calif., to Red Bluff, Calif.).

601.6088 VOR Federal airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).

601.6089 VOR Federal airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).

601.6090 VOR Federal airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).

601.6091 VOR Federal airway No. 91 control areas (New York, N.Y., to Montreal, Quebec).

601.6092 VOR Federal airway No. 92 control areas (Chicago, Ill., to Washington, D.C.).

601.6093 VOR Federal airway No. 93 control areas (Baltimore, Md., to Presque Isle, Maine).

601.6094 VOR Federal airway No. 94 control areas (Hassayampa, Ariz., to Monroe, La.).

601.6095 VOR Federal airway No. 95 control areas (Phoenix, Ariz., to Farmington, N. Mex.).

601.6096 VOR Federal airway No. 96 control areas (Kokomo, Ind., to Waterville, Ohio).

601.6097 VOR Federal airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.).

601.6098 VOR Federal airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).

601.6099 VOR Federal airway No. 99 control areas (Newport, Oreg., to Vancouver, B.C.).

601.6100 VOR Federal airway No. 100 control areas (Rock River, Wyo., to Detroit, Mich.).

601.6101 VOR Federal airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).

601.6102 VOR Federal airway No. 102 control areas (Roswell, N. Mex., to Wichita Falls, Tex.).

601.6103 VOR Federal airway No. 103 control areas (Greensboro, N.C., to Windsor, Ontario).

601.6104 VOR Federal airway No. 104 control areas (Ottawa, Ont., to Plattsburg, N.Y.).

601.6105 VOR Federal airway No. 105 control areas (Tucson, Ariz., to Reno, Nev.).

601.6106 VOR Federal airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine).

601.6107 VOR Federal airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).

601.6108 VOR Federal airway No. 108 control areas (Colorado Springs, Colo., to Salina, Kans.).

Sec.

601.6109 VOR Federal airway No. 109 control areas (Panoche, Calif., to Oakland, Calif.).

601.6110 VOR Federal airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.).

601.6111 VOR Federal airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).

601.6112 VOR Federal airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).

601.6113 VOR Federal airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).

601.6114 VOR Federal airway No. 114 control areas (Amarillo, Tex., to New Orleans, La.).

601.6115 VOR Federal airway No. 115 control areas (Crestview, Fla., to Buffalo, N.Y.).

601.6116 VOR Federal airway No. 116 control areas (Kansas City, Mo., to New York, N.Y.).

601.6117 VOR Federal airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).

601.6118 VOR Federal airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).

601.6119 VOR Federal airway No. 119 control areas (Huntington, W. Va., to Rochester, N.Y.).

601.6120 VOR Federal airway No. 120 control areas (Mullan Pass, Mont., to Miles City, Mont.).

601.6121 VOR Federal airway No. 121 control areas (Medford, Oreg., to Eugene, Oreg.).

601.6122 VOR Federal airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).

601.6123 VOR Federal airway No. 123 control areas (Washington, D.C., to Westfield, Mass.).

601.6124 VOR Federal airway No. 124 control areas (Terre Haute, Ind., to Shelbyville, Ind.).

601.6125 VOR Federal airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).

601.6126 VOR Federal airway No. 126 control areas (Chicago, Ill., to New York, N.Y.).

601.6127 VOR Federal airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).

601.6128 VOR Federal airway No. 128 control areas (Chicago, Ill., to Charleston, W. Va.).

601.6129 VOR Federal airway No. 129 control areas (Polo, Ill., to Eau Claire, Wis.).

601.6130 VOR Federal airway No. 130 control areas (Albany, N.Y., to Providence, R.I.).

601.6131 VOR Federal airway No. 131 control areas (Tulsa, Okla., to Topeka, Kans.).

601.6132 VOR Federal airway No. 132 control areas (Cheyenne, Wyo., to Springfield, Mo.).

601.6133 VOR Federal airway No. 133 control areas (Charlotte, N.C., to Traverse City, Mich.).

601.6134 VOR Federal airway No. 134 control areas (Evergreen, Ala., to Columbus, Ga.).

601.6135 VOR Federal airway No. 135 control areas (Yuma, Ariz., to Tonopah, Nev.).

601.6136 VOR Federal airway No. 136 control areas (Pulaski, Va., to Raleigh, N.C.).

601.6137 VOR Federal airway No. 137 control areas (Thermal, Calif., to Point Reyes, Calif.).

601.6138 VOR Federal airway No. 138 control areas (Rock River, Wyo., to Fort Dodge, Iowa).

Sec.

601.6139 VOR Federal airway No. 139 control areas (Mastic, N.Y., to Boston, Mass.).

601.6140 VOR Federal airway No. 140 control areas (Amarillo, Tex., to New York, N.Y.).

601.6141 VOR Federal airway No. 141 control areas (Nantucket, Mass., to Massena, N.Y.).

601.6142 VOR Federal airway No. 142 control areas (Buffalo, N.Y., to Rochester, N.Y.).

601.6143 VOR Federal airway No. 143 control areas (Charlotte, N.C., to Washington, D.C.).

601.6144 VOR Federal airway No. 144 control areas (Chicago, Ill., to Washington, D.C.).

601.6145 VOR Federal airway No. 145 control areas (Utica, N.Y., to the United States-Canadian Border).

601.6146 VOR Federal airway No. 146 control areas (Wilkes-Barre, Pa., to Providence, R.I.).

601.6147 VOR Federal airway No. 147 control areas (Philadelphia, Pa., to Rochester, N.Y.).

601.6148 VOR Federal airway No. 148 control areas (Denver, Colo., to Minneapolis, Minn.).

601.6149 VOR Federal airway No. 149 control areas (Allentown, Pa., to Utica, N.Y.).

601.6150 VOR Federal airway No. 150 control areas (San Francisco, Calif., to Sacramento, Calif.).

601.6151 VOR Federal airway No. 151 control areas (Providence, R.I., to Lebanon, N.H.).

601.6152 VOR Federal airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).

601.6153 VOR Federal airway No. 153 control areas (New York, N.Y., to Syracuse, N.Y.).

601.6154 VOR Federal airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).

601.6155 VOR Federal airway No. 155 control areas (Augusta, Ga., to Raleigh, Ga.).

601.6156 VOR Federal airway No. 156 control areas (Elkins, W. Va., to Richmond, Va.).

601.6157 VOR Federal airway No. 157 control areas (Key West, Fla., to Washington, D.C.).

601.6158 VOR Federal airway No. 158 control areas (Waterloo, Iowa, to Polo, Ill.).

601.6159 VOR Federal airway No. 159 control areas (Miami, Fla., to Birmingham, Ala.).

601.6160 VOR Federal airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).

601.6161 VOR Federal airway No. 161 control areas (Fort Worth, Tex., to Alexandria, Minn.).

601.6162 VOR Federal airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).

601.6163 VOR Federal airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).

601.6164 VOR Federal airway No. 164 control areas (Buffalo, N.Y., to New York, N.Y.).

601.6165 VOR Federal airway No. 165 control areas (San Diego, Calif., to Long Beach, Calif.).

601.6166 VOR Federal airway No. 166 control areas (Martinsburg, W. Va., to New York, N.Y.).

601.6167 VOR Federal airway No. 167 control areas (New York, N.Y., to Providence, R.I.).

601.6168 VOR Federal airway No. 168 control areas (Rock River, Wyo., to O'Neill, Nebr.).

Sec.

601.6169 VOR Federal airway No. 169 control areas (Tobe, Colo., to Rapid City, S. Dak.).
601.6170 VOR Federal airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).
601.6171 VOR Federal airway No. 171 control areas (Louisville, Ky., to Alexandria, Minn.).
601.6172 VOR Federal airway No. 172 control areas (Denver, Colo., to South Bend, Ind.).
601.6173 VOR Federal airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).
601.6174 VOR Federal airway No. 174 control areas (Vichy, Mo., to Washington, D.C.).
601.6175 VOR Federal airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).
601.6176 VOR Federal airway No. 176 control areas (Memphis, Tenn., to Birmingham, Ala.).
601.6177 VOR Federal airway No. 177 control areas (Fort Wayne, Ind., to Janesville, Wis.).
601.6178 VOR Federal airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).
601.6179 VOR Federal airway No. 179 control areas (Paducah, Ky., to Bible Grove, Ill.).
601.6180 VOR Federal airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).
601.6181 VOR Federal airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.6182 VOR Federal airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).
601.6183 VOR Federal airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).
601.6184 VOR Federal airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).
601.6185 VOR Federal airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).
601.6186 VOR Federal airway No. 186 control areas (St. Louis, Mo., to Vandalia, Ill.).
601.6187 VOR Federal airway No. 187 control areas (Albuquerque, N. Mex., to Billings, Mont.).
601.6188 VOR Federal airway No. 188 control areas (Detroit, Mich., to New York, N.Y.).
601.6189 VOR Federal airway No. 189 control areas (Rocky Mount, N.C., to Franklin, Va.).
601.6190 VOR Federal airway No. 190 control areas (Phoenix, Ariz., to Grants, N. Mex.).
601.6191 VOR Federal airway No. 191 control areas (Memphis, Tenn., to Milwaukee, Wis.).
601.6192 VOR Federal airway No. 192 control areas (Zuni, N. Mex., to Tucumcari, N. Mex.).
601.6193 VOR Federal airway No. 193 control areas (Keeler, Mich., to Sault Ste. Marie, Mich.).
601.6194 VOR Federal airway No. 194 control areas (Lafayette, La., to Norfolk, Va.).
601.6195 VOR Federal airway No. 195 control areas (Oakland, Calif., to Fortuna, Calif.).
601.6196 VOR Federal airway No. 196 control areas (Tupper Lake, N.Y., to Plattsburgh, N.Y.).
601.6197 VOR Federal airway No. 197 control areas (Las Vegas, N. Mex., to Pueblo, Colo.).
601.6198 VOR Federal airway No. 198 control areas (San Simon, Ariz., to Houston, Tex.).
601.6199 VOR Federal airway No. 199 control areas (San Francisco, Calif., to Ukiah, Calif.).
601.6200 VOR Federal airway No. 200 control areas (Ukiah, Calif., to Kremmling, Colo.).
601.6201 VOR Federal airway No. 201 control areas (Los Angeles, Calif., to Palmdale, Calif.).
601.6202 VOR Federal airway No. 202 control areas (Tucson, Ariz., to Truth or Consequences, N. Mex.).
601.6203 VOR Federal airway No. 203 control areas (Norwich, Conn., to Massena, N.Y.).
601.6204 VOR Federal airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).
601.6205 VOR Federal airway No. 205 control areas (Springfield, Mo., to Sioux City, Iowa).
601.6206 VOR Federal airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).
601.6207 VOR Federal airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).
601.6208 VOR Federal airway No. 208 control areas (Los Angeles, Calif., to Peach Springs, Ariz.).
601.6209 VOR Federal airway No. 209 control areas (Mobile, Ala., to Tuscaloosa, Ala.).
601.6210 VOR Federal airway No. 210 control areas (Los Angeles, Calif., to Imperial, Pa.).
601.6211 VOR Federal airway No. 211 control areas (Fort Stockton, Tex., to Cotulla, Tex.).
601.6212 VOR Federal airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).
601.6213 VOR Federal airway No. 213 control areas (Myrtle Beach, S.C., to Tappahannock, Va.).
601.6214 VOR Federal airway No. 214 control areas (Columbus, Ohio, to Pittsburgh, Pa.).
601.6215 VOR Federal airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).
601.6216 VOR Federal airway No. 216 control areas (Lamar, Colo., to Saginaw, Mich.).
601.6217 VOR Federal airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).
601.6218 VOR Federal airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).
601.6219 VOR Federal airway No. 219 control areas (Hayes Center, Nebr., to Wolbach, Nebr.).
601.6220 VOR Federal airway No. 220 control areas (Kremmling, Colo., to Wolbach, Nebr.).
601.6221 VOR Federal airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).
601.6222 VOR Federal airway No. 222 control areas (El Paso, Tex., to Gordonsville, Va.).
601.6223 VOR Federal airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).
601.6224 VOR Federal airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border).
601.6225 VOR Federal airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.).
601.6226 VOR Federal airway No. 226 control areas (Williamsport, Pa., to New York, N.Y.).
601.6227 VOR Federal airway No. 227 control areas (Louisville, Ky., to Peotone, Ill.).
601.6228 VOR Federal airway No. 228 control areas (North Brook, Ill., to South Bend, Ind.).
601.6229 VOR Federal airway No. 229 control areas (Wilmington, N.C., to Cofield, N.C.).
601.6230 VOR Federal airway No. 230 control areas (Salina, Calif., to Fresno, Calif.).
601.6231 VOR Federal airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.).
601.6232 VOR Federal airway No. 232 control areas (Cleveland, Ohio, to Stroudsburg, Pa.).
601.6233 VOR Federal airway No. 233 control areas (Springfield, Ill., to Cedar Rapids, Iowa).
601.6234 VOR Federal airway No. 234 control areas (Anton Chico, New Mex., to Hutchinson, Kans.).
601.6235 VOR Federal airway No. 235 control areas (Provo, Utah, to Fort Bridger, Wyo.).
601.6236 VOR Federal airway No. 236 control areas (Booneville, Utah, to Ogden, Utah).
601.6237 VOR Federal airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.).
601.6238 VOR Federal airway No. 238 control areas (Philipsburg, Pa., to Atlantic City, N.J.).
601.6239 VOR Federal airway No. 239 control areas (Wildwood, N.J., to Boothwyn, Pa.).
601.6240 VOR Federal airway No. 240 control areas (New Orleans, La., to Mobile, Ala.).
601.6241 VOR Federal airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.).
601.6242 VOR Federal airway No. 242 control areas (Mobile, Ala., to Brookley AFB, Ala.).
601.6243 VOR Federal airway No. 243 control areas (Chattanooga, Tenn., to Scotland, Ind.).
601.6244 VOR Federal airway No. 244 control areas (Oakland, Calif., to Hanksville, Utah).
601.6245 VOR Federal airway No. 245 control areas (Goffs, Calif., to Las Vegas, Nev.).
601.6246 VOR Federal airway No. 246 control areas (Sidney, Ohio, to Mansfield, Ohio).
601.6247 VOR Federal airway No. 247 control areas (Scottsbluff, Nebr., to Crazy Woman, Wyo.).
601.6248 VOR Federal airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.).
601.6249 VOR Federal airway No. 249 control areas (Sparta, N.J., to Utica, N.Y.).
601.6250 VOR Federal airway No. 250 control areas (Imperial, Pa., to Clarion, Pa.).
601.6251 VOR Federal airway No. 251 control areas (Front Royal, Va., to Sparta, N.J.).
601.6252 VOR Federal airway No. 252 control areas (Buffalo, N.Y., to New York, N.Y.)
601.6253 VOR Federal airway No. 253 control areas (Provo, Utah, to Boise, Idaho).
601.6254 VOR Federal airway No. 254 control areas (Reinholds, Pa., to Columbus, N.J.).
601.6255 VOR Federal airway No. 255 control areas (Burlington, Iowa, to Janesville, Wis.).
601.6256 VOR Federal airway No. 256 control areas (Reinholds, Pa., to Yardley, Pa.).
601.6257 VOR Federal airway No. 257 control areas (Phoenix, Ariz., to Great Falls, Mont.).
601.6258 VOR Federal airway No. 258 control areas (Charleston, W. Va., to Penhook, Va.).

Sec.
601.6259 VOR Federal airway No. 259 control areas (Charlotte, N.C., to Tri-City, Tenn.).
601.6260 VOR Federal airway No. 260 control areas (Charleston, W. Va., to Richmond, Va.).
601.6261 VOR Federal airway No. 261 control areas (Pulaski, Va., to Beckley, W. Va.).
601.6262 VOR Federal airway No. 262 control areas (Bradford, Ill., to Chicago, Ill.).
601.6263 VOR Federal airway No. 263 control areas (Lamar, Colo., to Thurman, Colo.).
601.6264 VOR Federal airway No. 264 control areas (Los Angeles, Calif., to Prescott, Ariz.).
601.6265 VOR Federal airway No. 265 control areas (Washington, D.C., to Dunkirk, N.Y.).
601.6266 VOR Federal airway No. 266 control areas (Hickory, N.C., to Norfolk, Va.).
601.6267 VOR Federal airway No. 267 control areas (Miami, Fla., to Jacksonville, Fla.).
601.6268 VOR Federal airway No. 268 control areas (Flint Stone, Md., to Baltimore, Md.).
601.6269 VOR Federal airway No. 269 control areas (Wells, Nev., to Pocatello, Idaho).
601.6270 VOR Federal airway No. 270 control areas (Erie, Pa., to Chester, Mass.).
601.6271 VOR Federal airway No. 271 control areas (Kenton, Del., to West Chester, Md.).
601.6272 VOR Federal airway No. 272 control areas (Sayre, Okla., to McAlester, Okla.).
601.6273 VOR Federal airway No. 273 control areas (Downsville, N.Y., to Syracuse, N.Y.).
601.6274 VOR Federal airway No. 274 control areas (Grand Rapids, Mich., to Saginaw, Mich.).
601.6275 VOR Federal airway No. 275 control areas (Cincinnati, Ohio, to Detroit, Mich.).
601.6276 VOR Federal airway No. 276 control areas (Navarre, Ohio, to Monmouth, N.J.).
601.6277 VOR Federal airway No. 277 control areas (Sidney, Ohio, to Keeler, Mich.).
601.6278 VOR Federal airway No. 278 control areas (Guthrie, Tex., to Birmingham, Ala.).
601.6279 VOR Federal airway No. 279 control areas (Columbus, Ohio, to Findlay, Ohio).
601.6280 VOR Federal airway No. 280 control areas (El Paso, Tex., to Kansas City, Mo.).
601.6281 VOR Federal airway No. 281 control areas (Redmond, Oreg., to Spokane, Wash.).
601.6282 VOR Federal airway No. 282 control areas (Brandon, N.Y., to Montreal, Canada).
601.6283 VOR Federal airway No. 283 control areas (Fresno, Calif., to Newberg, Oreg.).
601.6284 VOR Federal airway No. 284 control areas (Fort Stockton, Tex., to San Angelo, Tex.).
601.6285 VOR Federal airway No. 285 control areas (Myton, Utah, to Rawlins, Wyo.).
601.6286 VOR Federal airway No. 286 control areas (Front Royal, Va., to Cape Charles, Va.).
601.6287 VOR Federal airway No. 287 control areas (North Bend, Oreg., to Portland, Oreg.).
601.6288 VOR Federal airway No. 288 control areas (Lucin, Utah, to Fort Bridger, Wyo.).
601.6289 VOR Federal airway No. 289 control areas (Beaumont, Tex., to Texarkana, Ark.).
601.6290 VOR Federal airway No. 290 control areas (Charleston, W. Va., to Montebello, Va.).
601.6291 VOR Federal airway No. 291 control areas (Drake, Ariz., to Tuba City, Ariz.).
601.6292 VOR Federal airway No. 292 control areas (Hartford, Conn., to Boston, Mass.).
601.6293 VOR Federal airway No. 293 control areas (West Palm Beach, Fla., to St. Petersburg, Fla.).
601.6294 VOR Federal airway No. 294 control areas (Des Moines, Iowa, to Cedar Rapids, Iowa).
601.6295 VOR Federal airway No. 295 control areas (Miami, Fla., to Cross City, Fla.).
601.6296 VOR Federal airway No. 296 control areas (Asheville, N.C., to Charlotte, N.C.).
601.6297 VOR Federal airway No. 297 control areas (Mansfield, Ohio, to Carleton, Mich.).
601.6298 VOR Federal airway No. 298 control areas (Pendleton, Oreg., to Casper, Wyo.).
601.6299 VOR Federal airway No. 299 control areas (Los Angeles, Calif., to Bakersfield, Calif.).
601.6300 VOR Federal airway No. 300 control areas (Sault Ste. Marie, Mich., to Toronto, Ontario).

HAWAIIAN VOR AIRWAY CONTROL AREAS

601.6401 Hawaiian VOR Federal airway No. 1 control areas.
601.6402 Hawaiian VOR Federal airway No. 2 control areas.
601.6403 Hawaiian VOR Federal airway No. 3 control areas.
601.6404 Hawaiian VOR Federal airway No. 4 control areas.
601.6405 Hawaiian VOR Federal airway No. 5 control areas.
601.6406 Hawaiian VOR Federal airway No. 6 control areas.
601.6407 Hawaiian VOR Federal airway No. 7 control areas.
601.6408 Hawaiian VOR Federal airway No. 8 control areas.
601.6409 Hawaiian VOR Federal airway No. 9 control areas.
601.6410 Hawaiian VOR Federal airway No. 10 control areas.
601.6411 Hawaiian VOR Federal airway No. 11 control areas.
601.6412 Hawaiian VOR Federal airway No. 12 control areas.
601.6421 VOR Federal airway No. 421 control areas (Truth or Consequences, N. Mex., to Farmington, N. Mex.).
601.6422 VOR Federal airway No. 422 control areas (Chicago, Ill., to Attica, Ohio).
601.6424 VOR Federal airway No. 424 control areas (Blue Springs, Mo., to Macon, Mo.).
601.6425 VOR Federal airway No. 425 control areas (Brookley, Ala., to Axis, Ala.).
601.6426 VOR Federal airway No. 426 control areas (St. Louis, Mo., to Nekomis, Ill.).
601.6427 VOR Federal airway No. 427 control areas (Newcomerstown, Ohio, to Navarre, Ohio).
601.6428 VOR Federal airway No. 428 control areas (Elmira, N.Y., to Munnsville, N.Y.).
601.6429 VOR Federal airway No. 429 control areas (Decatur, Ill., to Jamesville, Wis.).
601.6431 VOR Federal airway No. 431 control areas (Glens Falls, N.Y., to Plattsburgh, N.Y.).
601.6432 VOR Federal airway No. 432 control areas (Thermal, Calif., to Rice, Calif.).
601.6433 VOR Federal airway No. 433 control areas (New Castle, Del., to Newark, N.J.).
601.6434 VOR Federal airway No. 434 control areas (Ottumwa, Iowa, to Peoria, Ill.).
601.6435 VOR Federal airway No. 435 control areas (Sidney, Ohio, to Attica, Ohio).
601.6436 VOR Federal airway No. 436 control areas (Kenai, Alaska to Talkeetna, Alaska).
601.6437 VOR Federal airway No. 437 control areas (Charleston, S.C., to Florence, S.C.).
601.6438 VOR Federal airway No. 438 control areas (Skilak, Alaska, to Talkeetna, Alaska).
601.6440 VOR Federal airway No. 440 control areas (Whittier, Alaska, to Skwentna, Alaska).
601.6441 VOR Federal airway No. 441 control areas (Tampa, Fla., to Ocala, Fla.).
601.6442 VOR Federal airway No. 442 control areas (Hector, Calif., to Rice, Calif.).
601.6443 VOR Federal airway No. 443 control areas (Glen Dale, W. Va., to Cleveland, Ohio).
601.6444 VOR Federal airway No. 444 control areas (Spokane, Wash., to Mullan Pass, Mont.).
601.6445 VOR Federal airway No. 445 control areas (Unassigned).
601.6446 VOR Federal airway No. 446 control areas (Troy, Ill., to Samsville, Ill.).
601.6447 VOR Federal airway No. 447 control areas (Unassigned).
601.6448 VOR Federal airway No. 448 control areas (Ephrata, Wash., to Mullan Pass, Mont.).
601.6449 VOR Federal airway No. 449 control areas (Unassigned).
601.6450 VOR Federal airway No. 450 control areas (Muskegon, Mich., to Green Bay, Wis.).
601.6451 VOR Federal airway No. 451 control areas (Unassigned).
601.6452 VOR Federal airway No. 452 control areas (Raton, N. Mex., to Dalhart, Tex.).
601.6453 VOR Federal airway No. 453 control areas (Unassigned).
601.6454 VOR Federal airway No. 454 control areas (Evergreen, Ala., to Charlotte, N.C.).
601.6463 VOR Federal airway No. 463 control areas (Norwich, Conn., to Putnam, Conn.).

CONTROL AREA ALTERATIONS

601.6600 VOR Federal airway No. 1500 control areas (San Francisco, Calif., to New York, N.Y.).
601.6602 VOR Federal airway No. 1502 control areas (San Francisco, Calif., to New York, N.Y.).
601.6604 VOR Federal airway No. 1504 control areas (San Francisco, Calif., to Washington, D.C.).
601.6606 VOR Federal airway No. 1506 control areas (San Francisco, Calif., to Washington, D.C.).
601.6608 VOR Federal airway No. 1508 control areas (Los Angeles, Calif., to New York, N.Y.).
601.6610 VOR Federal airway No. 1510 control areas (Los Angeles, Calif., to New York, N.Y.).
601.6612 VOR Federal airway No. 1512 control areas (Los Angles, Calif., to New York, N.Y.).
601.6614 VOR Federal airway No. 1514 control areas (San Francisco, Calif., to New York, N.Y.).

Sec.
601.6616 VOR Federal airway No. 1516 control areas (San Francisco, Calif., to Washington, D.C.).
601.6618 VOR Federal airway No. 1518 control areas (Los Angeles, Calif., to Washington, D.C.).
601.6620 VOR Federal airway No. 1520 control areas (Los Angeles, Calif., to Washington, D.C.).
601.6622 VOR Federal airway No. 1522 control areas (Los Angeles, Calif., to Washington, D.C.).
601.6629 VOR Federal airway No. 1529 control areas (Los Angeles, Calif., to United States-Canadian Border).
601.6631 VOR Federal airway No. 1531 control areas (San Francisco, Calif., to United States-Canadian Border).
601.6633 VOR Federal airway No. 1533 control areas (San Francisco, Calif., to United States-Canadian Border).
601.6635 VOR Federal airway No. 1535 control areas (Lovelock, Nev., to United States-Canadian Border).

Subpart G—VOR Federal Airway Reporting Points

601.7001 Domestic VOR reporting points.
601.7002 Hawaiian VOR reporting points.

Subpart H—Continental Control Area

601.7101 Designation of Continental Control Area.

Subpart I—Designated Postive Control Route Segments

601.8001 Positive control route segments.

AUTHORITY: §§ 601.1 to 601.8001 issued under sec. 205, 52 Stat. 984, as amended; 49 U.S.C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U.S.C. 551.

Subpart A—Introduction

GENERAL

§ 601.1 Basis and purpose.

The basis of this part is found in sections 307 and 313 of the Federal Aviation Act of 1958, as amended, and Part 60 of this title. The purpose of this part is to designate the continental control area, control areas, control zones, reporting points, and positive control route segments in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 Explanation of terms.

As used in this part, terms shall be defined as follows:

(a) The United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace.

(b) The continental United States shall mean all of the several States of the United States (including the District of Columbia but excluding the States of Alaska and Hawaii) and the territorial waters and the overlying airspace thereof.

(c) "Continental control area" shall mean the airspace at and above 24,000 feet, mean sea level, within the continental United States as designated in Subpart H of this part within which air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(d) "Control area" shall mean the airspace within an area designated in Subparts B, C and F of this part, extending upward from an altitude of 700 feet, above the surface, but not including the airspace within that area designated as the continental control area. Within a control area air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(e) "Control zone" shall mean the airspace within an area designated in Subpart D of this part, extending upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas are prescribed in Part 60 of this title, for protection of air traffic.

(f) "Positive control route segment" shall mean the airspace, designated in Subpart I of this part, within which air traffic is controlled in accordance with the provisions of Special Civil Air Regulations 424 of Part 60 of this title.

(g) "Reporting point" shall mean a geographic location, designated in Subparts E and G of this part, in relation to which the position of an aircraft shall be reported in accordance with the requirements of § 60.47 of this title.

(h) "Mile" shall mean statute mile unless otherwise specified in this part.

(i) All bearings shall be true from the point of origin.

(j) "INT" shall mean intersection.

(k) "RBN" shall mean radio beacon.

(l) "VOR" shall mean very high frequency omnirange station.

(m) "RR" shall mean low or medium frequency radio range station.

(n) "VORTAC" shall mean collocated VOR and TACAN.

(o) "TACAN" shall mean military tactical air navigational aid.

(p) "CONSOLAN" shall mean low frequency long range navigational aid.

(q) "FM" shall mean fan marker.

(r) "ILS" shall mean instrument landing system.

(s) "TVOR" shall mean very high frequency terminal omnirange station.

(t) "OM" shall mean instrument landing system outer marker.

(u) "MM" shall mean instrument landing system middle marker.

(v) "Lat." shall mean latitude.

(w) "Long" shall mean longitude.

(x) "VHF" shall mean very high frequency.

(y) "N" shall mean North.

(z) "NE" shall mean Northeast.

(aa) "E" shall mean East.

(bb) "SE" shall mean Southeast.

(cc) "S" shall mean South.

(dd) "SW" shall mean Southwest.

(ee) "W" shall mean West.

(ff) "NW" shall mean Northwest.

CONTROL AREAS

§ 601.9 Lateral extent of control areas.

Where a point or intersection prescribed in this part for designating a control area coincides with a point or intersection specified in designating the centerline of Federal airways, the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the Federal airways and all of the airspace within a 5-mile radius of such points or intersections unless otherwise provided in Subparts B, C and F of this part. In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR Federal airways, unless otherwise specified.

§ 601.10 Designation of control areas.

The portions of the Federal airways and control area extensions described in Subpart B, Subpart C, and Subpart F are designated as control areas.

Subpart B—Colored Federal Airway Control Areas

GREEN FEDERAL AIRWAYS

§ 601.11 Green Federal airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).

All of Green Federal airway No. 1.

§ 601.12 Green Federal airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).

All of Green Federal airway No. 2.

§ 601.13 Green Federal airway No. 3 control areas (Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.).

All of Green Federal airway No. 3.

§ 601.14 Green Federal airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).

All of Green Federal airway No. 4.

§ 601.15 Green Federal airway No. 5 control areas (Los Angeles, Calif., to Fort Worth, Tex., and Pine Bluff, Ark., to Boston, Mass.).

All of Green Federal airway No. 5.

§ 601.16 Green Federal airway No. 6 control areas (Alice, Tex., to Mobile, Ala., and Greensboro, N.C., to Richmond, Va.).

All of Green Federal airway No. 6.

§ 601.17 Green Federal airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).

All of Green Federal airway No. 7.

§ 601.18 Green Federal airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).

From a line extended at right angles across such airway through a point 50 miles southwest of the King Salmon, Alaska, radio range station to the Northway, Alaska, radio range station.

§ 601.19 Green Federal airway No. 9 control areas (Hawaiian Islands).

All of Green Federal airway No. 9.

§ 601.20 Green Federal airway No. 10 control areas (United States-Canadian Border to Denver, Colo.).

All of Green Federal airway No. 10.

AMBER FEDERAL AIRWAYS

§ 601.101 Amber Federal airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).

All of Amber Federal airway No. 1.

§ 601.102 Amber Federal airway No. 2 control areas (Daggett, Calif., to Point Barrow, Alaska).

All of Amber Federal airway No. 2 within the continental limits of the United States. From the intersection of the northwest course of the Snag, Yukon Territory, Canada, radio range and the United States-Canadian Border to a line extended at right angles through a point 25 miles north of the Bettles, Alaska, radio range station.

§ 601.103 Amber Federal airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).

All of Amber Federal airway No. 3.

§ 601.104 Amber Federal airway No. 4 control areas (San Antonio, Tex., to Waco, Tex.; Tulsa, Okla., to Baldwin City, Kans., and Omaha, Nebr., to Minot, N. Dak.).

All of Amber Federal airway No. 4.

§ 601.105 Amber Federal airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).

All of Amber Federal airway No. 5.

§ 601.106 Amber Federal airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).

All of Amber Federal airway No. 6.

§ 601.107 Amber Federal airway No. 7 control areas (Miami, Fla., to United States-Canadian Border).

All of Amber Federal airway No. 7.

§ 601.108 Amber Federal airway No. 8 control areas (Los Angeles, Calif., to Camarillo, Calif., and Red Bluff, Calif., to Ellensburg, Wash.).

All of Amber Federal airway No. 8.

§ 601.109 Amber Federal airway No. 9 control areas (Charleston, S.C., to Norfolk, Va.).

All of Amber Federal airway No. 9.

§ 601.110 Amber Federal airway No. 10 control areas (Hawaiian Islands).

All of Amber Federal airway No. 10.

§ 601.111 Amber Federal airway No. 11 control areas (Hawaiian Islands).

All of Amber Federal airway No. 11.

§ 601.112 Amber Federal airway No. 12 control areas (Hawaiian Islands).

All of Amber Federal airway No. 12.

§ 601.113 Amber Federal airway No. 13 control areas (Hawaiian Islands).

All of Amber Federal airway No. 13.

§ 601.115 Amber Federal airway No. 15 control areas (United States-Canadian Border to Annette Island, Alaska).

All of Amber Federal airway No. 15.

Red Federal Airways

§ 601.202 Red Federal airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.).

All of Red Federal airway No. 2.

§ 601.203 Red Federal airway No. 3 control areas (Philipsburg, Pa., to Harrisburg, Pa.).

All of Red Federal airway No. 3.

§ 601.204 Red Federal airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.).

All of Red Federal airway No. 4.

§ 601.205 Red Federal airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).

All of Red Federal airway No. 5.

§ 601.206 Red Federal airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.).

All of Red Federal airway No. 6.

§ 601.208 Red Federal airway No. 8 control areas (Dayton, Ohio, to Newark, N.J.).

All of Red Federal airway No. 8.

§ 601.209 Red Federal airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.).

All of Red Federal airway No. 9.

§ 601.210 Red Federal airway No. 10 control areas (Dallas, Tex., to Meridian, Miss.).

All of Red Federal airway No. 10.

§ 601.211 Red Federal airway No. 11 control areas (Tulsa, Okla., to Boston, Mass.).

All of Red Federal airway No. 11.

§ 601.212 Red Federal airway No. 12 control areas (Chicago, Ill., to Detroit, Mich.).

All of Red Federal airway No. 12.

§ 601.213 Red Federal airway No. 13 control areas (Wilkes-Barre, Pa., to Boston, Mass.).

All of Red Federal airway No. 13.

§ 601.215 Red Federal airway No. 15 control areas (Prescott, Ariz., to Phoenix, Ariz.).

All of Red Federal airway No. 15.

§ 601.216 Red Federal airway No. 16 control areas (Tallahasse, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.).

All of Red Federal airway No. 16.

§ 601.217 Red Federal airway No. 17 control areas (Rantoul, Ill., to Baltimore, Md.).

All of Red Federal airway No. 17.

§ 601.218 Red Federal airway No. 18 control areas (Indianapolis, Ind., to Washington, D.C.).

All of Red Federal airway No. 18.

§ 601.219 Red Federal airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.).

All of Red Federal airway No. 19.

§ 601.220 Red Federal airway No. 20 control areas (Lansing, Mich., to Washington, D.C.).

All of Red Federal airway No. 20.

§ 601.221 Red Federal airway No. 21 control areas (New York, N.Y., to Bridgeport, Conn., and New London, Conn., to Boston, Mass.).

All of Red Federal airway No. 21.

§ 601.222 Red Federal airway No. 22 control areas (Mount Clemens, Mich., to Buffalo, N.Y.).

All of Red Federal airway No. 22.

§ 601.223 Red Federal airway No. 23 control areas (United States-Canadian Border to New York, N.Y.).

All of Red Federal airway No. 23.

§ 601.224 Red Federal airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).

All of Red Federal airway No. 24.

§ 601.225 Red Federal airway No. 25 control areas (United States-Canadian Border to Bangor, Maine).

All of Red Federal airway No. 25.

§ 601.226 Red Federal airway No. 26 control areas (Petersburg, Va., to Corapeake, N.C.).

All of Red Federal airway No. 26.

§ 601.227 Red Federal airway No. 27 control areas (Nenabank, Alaska, to Wolf Intersection, Alaska).

All of Red Federal airway No. 27.

§ 601.228 Red Federal airway No. 28 control areas (Chicago, Ill., to Detroit, Mich.).

All of Red Federal airway No. 28.

§ 601.230 Red Federal airway No. 30 control areas (Alexandria, La., to Jacksonville, Fla.).

All of Red Federal airway No. 30.

§ 601.233 Red Federal airway No. 33 control areas (Norfolk, Va., to Richmond, Va., and Poughkeepsie, N.Y., to Chicopee Falls, Mass.).

All of Red Federal airway No. 33.

§ 601.234 Red Federal airway No. 34 control areas (Harrellsville, N.C., to Weeksville, N.C.).

All of Red Federal airway No. 34.

§ 601.237 Red Federal airway No. 37 control areas (Roanoke, Va., to Gordonsville, Va.).

All of Red Federal airway No. 37.

§ 601.239 Red Federal airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).

All of Red Federal airway No. 39.

§ 601.240 Red Federal airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska).

All of Red Federal airway No. 40.

§ 601.241 Red Federal airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska).

All of Red Federal airway No. 41.

§ 601.244 Red Federal airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).

All of Red Federal airway No. 44.

§ 601.245 Red Federal airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.).

All of Red Federal airway No. 45.

§ 601.246 Red Federal airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.).

All of Red Federal airway No. 46.

§ 601.249 Red Federal airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).

All of Red Federal airway No. 49.

§ 601.250 Red Federal airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).

All of Red Federal airway No. 50.

§ 601.251 Red Federal airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.).

All of Red Federal airway No. 51.

§ 601.253 Red Federal airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.).

All of Red Federal airway No. 53.

§ 601.256 Red Federal airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).

All of Red Federal airway No. 56.

§ 601.257 Red Federal airway No. 57 control areas (Akron, Ohio, to Youngstown, Ohio).

All of Red Federal airway No. 57.

§ 601.258 Red Federal airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border).

All of Red Federal airway No. 58.

§ 601.259 Red Federal airway No. 59 control areas (Gage, Okla., to Oklahoma City, Okla.).

All of Red Federal airway No. 59.

§ 601.260 Red Federal airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).

All of Red Federal airway No. 60.

§ 601.263 Red Federal airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.).

All of Red Federal airway No. 63.

§ 601.264 Red Federal airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).

From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 601.265 Red Federal airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.).

All of Red Federal airway No. 65.

§ 601.269 Red Federal airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).

All of Red Federal airway No. 69.

§ 601.270 Red Federal airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).

All of Red Federal airway No. 70.

§ 601.271 Red Federal airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).

All of Red Federal airway No. 71.

§ 601.272 Red Federal airway No. 72 control areas (Millville, N.J., to Paterson, N.J.).

All of Red Federal airway No. 72.

§ 601.273 Red Federal airway No. 73 control areas (Baltimore, Md., to Millville, N.J.).

All of Red Federal airway No. 73.

§ 601.274 Red Federal airway No. 74 control areas (Biloxi, Miss., to Brookley AFB, Ala.).

All of Red Federal airway No. 74.

§ 601.275 Red Federal airway No. 75 control areas (United States-Canadian Border, Vancouver, B.C., to United States-Canadian Border, Abbotsford, B.C.).

All of Red Federal airway No. 75.

§ 601.277 Red Federal airway No. 77 control areas (Richmond, Va., to Atlantic City, N.J.).

All of Red Federal airway No. 77.

§ 601.278 Red Federal airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).

All of Red Federal airway No. 78.

§ 601.279 Red Federal airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).

All of Red Federal airway No. 79.

§ 601.280 Red Federal airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).

All of Red Federal airway No. 80.

§ 601.281 Red Federal airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).

All of Red Federal airway No. 81.

§ 601.282 Red Federal airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).

All of Red Federal airway No. 82.

§ 601.283 Red Federal airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).

All of Red Federal airway No. 83.

§ 601.284 Red Federal airway No. 84 control areas (Meridian, Miss., to Maxwell AFB, Ala.).

All of Red Federal airway No. 84.

§ 601.287 Red Federal airway No. 87 control areas (Hawaiian Islands).

All of Red Federal airway No. 87.

§ 601.288 Red Federal airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).

All of Red Federal airway No. 88.

§ 601.290 Red Federal airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).

All of Red Federal airway No. 90.

§ 601.291 Red Federal airway No. 91 control areas (Dunkirk, N.Y., to Syracuse, N.Y.).

All of Red Federal airway No. 91.

§ 601.292 Red Federal airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).

All of Red Federal airway No. 92.

§ 601.294 Red Federal airway No. 94 control areas (Providence, R.I., to Hyannis, Mass.).

All of Red Federal airway No. 94.

§ 601.297 Red Federal airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

All of Red Federal airway No. 97.

§ 601.299 Red Federal airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska).

All of Red Federal airway No. 99.

§ 601.300 Red Federal airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).

All of Red Federal airway No. 100.

§ 601.302 Red Federal airway No. 102 control areas (Lexington, Ky., to Huntington, W. Va.).

All of Red Federal airway No. 102.

§ 601.303 Red Federal airway No. 103 control areas (Anchorage, Alaska, to Middleton Island, Alaska).

All of Red Federal airway No. 103.

§ 601.305 Red Federal airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).

All of Red Federal airway No. 105.

§ 601.308 Red Federal airway No. 108 control areas (Corinne, Utah, to Fort Bridger, Wyo.).

All of Red Federal airway No. 108.

§ 601.309 Red Federal airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).

All of Red Federal airway No. 109.

§ 601.313 Red Federal airway No. 113 control areas (Hawaiian Islands).

All of Red Federal airway No. 113.

BLUE FEDERAL AIRWAYS

§ 601.601 Blue Federal airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).

All of Blue Federal airway No. 1.

§ 601.603 Blue Federal airway No. 3 control areas (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).

All of Blue Federal airway No. 3.

§ 601.604 Blue Federal airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).

All of Blue Federal airway No. 4.

§ 601.606 Blue Federal airway No. 6 control areas (Bangor, Mich., to Muskegon, Mich.).

All of Blue Federal airway No. 6.

§ 601.608 Blue Federal airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).

All of Blue Federal airway No. 8.

§ 601.609 Blue Federal airway No. 9 control areas (Duluth, Minn., to United States-Canadian Border).

All of Blue Federal airway No. 9.

§ 601.612 Blue Federal airway No. 12 control areas (McGrath, Alaska, to Galena, Alaska).

All of Blue Federal airway No. 12.

§ 601.613 Blue Federal airway No. 13 control areas (Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa).

All of Blue Federal airway No. 13.

§ 601.614 Blue Federal airway No. 14 control areas (Campo, Calif., to Julian, Calif., and Riverside, Calif., to Wheeler Ridge, Calif.).

All of Blue Federal airway No. 14.

§ 601.615 Blue Federal airway No. 15 control areas (Akron, Ohio, to Hubbard, Ohio).

All of Blue Federal airway No. 15.

§ 601.616 Blue Federal airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).

All of Blue Federal airway No. 16.

§ 601.618 Blue Federal airway No. 18 control areas (Paterson, N.J., to Burlington, Vt.).

All of Blue Federal airway No. 18.

§ 601.619 Blue Federal airway No. 19 control areas (Key West, Fla., to Melbourne, Fla.).

All of Blue Federal airway No. 19.

§ 601.620 Blue Federal airway No. 20 control areas (Millville, N.J., to Allentown, Pa.).

All of Blue Federal airway No. 20.

§ 601.621 Blue Federal airway No. 21 control areas (Coles Point, Va., to Elmira, N.Y.).

All of Blue Federal airway No. 21.

§ 601.622 Blue Federal airway No. 22 control areas (Delta, Utah, to Malad City, Idaho).

All of Blue Federal airway No. 22.

§ 601.623 Blue Federal airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).

All of Blue Federal airway No. 23.

§ 601.625 Blue Federal airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska).

All of Blue Federal airway No. 25.

§ 601.626 Blue Federal airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska).

All of Blue Federal airway No. 26.

§ 601.627 Blue Federal airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).

All of Blue Federal airway No. 27.

§ 601.629 Blue Federal airway No. 29 control areas (Raleigh, N.C., to Lynchburg, Va.).

All of Blue Federal airway No. 29.

§ 601.630 Blue Federal airway No. 30 control areas (Big Springs, Tex., to Pueblo, Colo.).

All of Blue Federal airway No. 30.

§ 601.632 Blue Federal airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).

All of Blue Federal airway No. 32.

§ 601.633 Blue Federal airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).

All of Blue Federal airway No. 33.

§ 601.637 Blue Federal airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).

All of Blue Federal airway No. 37.

§ 601.638 Blue Federal airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).

All of Blue Federal airway No. 38.

§ 601.639 Blue Federal airway No. 39 control areas (Philipsburg, Pa., to Elmira, N.Y.).

All of Blue Federal airway No. 39.

§ 601.640 Blue Federal airway No. 40 control areas (Concord, N.H., to Burlington, Vt.).

All of Blue Federal airway No. 40.

§ 601.641 Blue Federal airway No. 41 control areas (Concord, N.H., to Portland, Maine, and Bangor, Maine, to United States-Canadian Border).

All of Blue Federal airway No. 41.

§ 601.642 Blue Federal airway No. 42 control areas (Goshen Ind., to Saginaw, Mich.).

All of Blue Federal airway No. 42.

§ 601.643 Blue Federal airway No. 43 control areas (Healy, Alaska, to Fairbanks, Alaska).

All of Blue Federal airway No. 43.

§ 601.644 Blue Federal airway No. 44 control areas (Dundee, Mich., to United States-Canadian Border).

All of Blue Federal airway No. 44.

§ 601.645 Blue Federal airway No. 45 control areas (Keene, N.H., to Lebanon, N.H., and Montpelier, Vt., to Newport, Vt.).

All of Blue Federal airway No. 45.

§ 601.647 Blue Federal airway No. 47 control areas (Blackstone, Va., to Philipsburg, Pa.).

All of Blue Federal airway No. 47.

§ 601.648 Blue Federal airway No. 48 control areas (Key West, Fla., to Miami, Fla.).

All of Blue Federal airway No. 48.

§ 601.649 Blue Federal airway No. 49 control areas (Atlantic City, N.J., to Philadelphia, Pa.).

All of Blue Federal airway No. 49.

§ 601.651 Blue Federal airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).

All of Blue Federal airway No. 51.

§ 601.652 Blue Federal airway No. 52 control areas (Tamiami, Fla., to West Palm Beach, Fla.).

All of Blue Federal airway No. 52.

§ 601.655 Blue Federal airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).

All of Blue Federal airway No. 55.

§ 601.656 Blue Federal airway No. 56 control areas (Norfolk, Va., to Washington, D.C.).

All of Blue Federal airway No. 56.

§ 601.658 Blue Federal airway No. 58 control areas (Hyannis, Mass., to Squantum, Mass.).

All of Blue Federal airway No. 58.

§ 601.663 Blue Federal airway No. 63 control areas (Concord, N.H., to Berlin, N.H.).

All of Blue Federal airway No. 63.

§ 601.664 Blue Federal airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).

All of Blue Federal airway No. 64.

§ 601.665 Blue Federal airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).

All of Blue Federal airway No. 65.

§ 601.666 Blue Federal airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N.Y.).

All of Blue Federal airway No. 66.

§ 601.667 Blue Federal airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).

All of Blue Federal airway No. 67.

§ 601.668 Blue Federal airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).

All of Blue Federal airway No. 68.

§ 601.671 Blue Federal airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).

All of Blue Federal airway No. 71.

§ 601.675 Blue Federal airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).

All of Blue Federal airway No. 75.

§ 601.676 Blue Federal airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).

All of Blue Federal airway No. 76.

§ 601.679 Blue Federal airway No. 79 control areas (Annette Island, Alaska, to United States-Canadian Border).

All of Blue Federal airway No. 79.

§ 601.680 Blue Federal airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).

All of Blue Federal airway No. 80.

§ 601.684 Blue Federal airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).

All of Blue Federal airway No. 84.

§ 601.685 Blue Federal airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).

All of Blue Federal airway No. 85.

§ 601.687 Blue Federal airway No. 87 control areas (Lexington, Ky., to Dayton, Ohio).

All of Blue Federal airway No. 87.

Subpart C—Control Area Extensions

§ 601.1001 Control area extension (Moses Lake, Wash.).

That airspace south of Green Federal airway No. 2 within a 30-mile radius of Larson Air Force Base, excluding the portion which lies within the boundaries of prohibited area (P-246), and the airspace within 10 miles either side of a line extending from the Moses Lake nondirectional radio beacon (MSK) to the Walla Walla, Wash., radio range station.

§ 601.1002 Control area extension (Austin, Tex.).

The airspace within a 40-mile radius of the Austin nondirectional radio beacon.

§ 601.1003 Control area extension (Corinne, Utah).

Within 5 miles either side of a line bearing 289° True extending from the Corinne nondirectional radio beacon to VOR Federal airway No. 101.

§ 601.1004 Control area extension (Brownsville, Tex.).

That airspace over United States territory within a 40-mile radius of the Brownsville, Tex., radio range station, excluding the portion which overlaps restricted areas and excluding the portions lying north of Latitude 26°30'00'' and more than 3 miles from the United States shoreline.

§ 601.1005 Control area extension (Jacksonville, Fla.).

Within 5 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 20 miles northeast, and that airspace bounded on the north by Red Federal airway No. 30, on the east by Amber Federal airway No. 7 and on the south and west by the Jacksonville Restricted Area (R-161).

§ 601.1006 Control area extension (Lake Charles, La.).

All of the airspace within a 40-mile radius of the Lake Charles omnirange station and within 5 miles either side of the 334° True radial of the Lake Charles omnirange extending from the 40-mile radius area to a point 58 miles northwest of the omnirange station and within 5 miles either side of the 058° True radial of the omnirange extending from the omnirange station to a point 42 miles northeast; that airspace northwest of Lake Charles lying within 5 miles either side of the 113° True radial of the Lufkin, Tex., omnirange extending between the Lufkin omnirange station and the Lake Charles 40-mile radius control area extension.

§ 601.1007 Control area extension (Laredo, Tex.).

That airspace over United States territory within a 35-mile radius of the Laredo, Tex., radio range station.

§ 601.1008 Control area extension (Savannah, Ga.).

All of the airspace north of latitude 31°35'00'' N. lying within a 40-mile radius of Hunter AFB, Savannah, Ga. The portions of this control area which lie within the geographic limits of the Beaufort Restricted Area R-563, Camp Stewart Restricted Area R-159, Townsend Restricted Area R-339, Charleston Warning Area W-132, Fernandina Warning Area W-157 and the Savannah Warning Area W-160 are excluded at all times and altitudes.

§ 601.1009 Control area extension (Augusta, Ga.).

All that area within 5 miles either side of the centerline of the north-south runway of Bush Field, Augusta, Ga., extending to a point 30 miles south of Bush Field.

§ 601.1010 Control area extension (Greenwood, S.C.).

That airspace beginning at latitude 34°07'40'', longitude 82°13'40'', thence northeasterly to latitude 34°19'00'', longitude 81°38'00'', thence northwesterly to latitude 34°24'45'', longitude 81°42'00'', thence westerly along the southern boundary of the Greenville, S.C. (Greenville-Charlotte-Greensboro) control area extension to the east edge of VOR Federal airway No. 185 W, thence along the east edge of VOR Federal airway No. 185 W to the point of beginning.

§ 601.1011 Control area extension (Daytona Beach, Fla.).

Within 5 miles either side of the 244° True radial of the Daytona Beach omnirange extending from the omnirange station to a point 20 miles southwest.

§ 601.1012 Control area extension (Florence, S.C.).

From the Florence, S.C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio station.

§ 601.1013 Control area extension (Fort Myers, Fla.).

Within 5 miles either side of the lines bearing 45° True and 220° True from Fort Myers, Fla., nondirectional radio beacon extending from the eastern edge of Blue Federal airway No. 1 on the northeast to a point 20 miles southwest of the nondirectional radio beacon.

§ 601.1014 Control area extension (Greenville, S.C.) (Greenville-Charlotte-Greensboro area).

All that airspace beginning at latitude 35°49'30'', longitude 79°30'00'', thence SW to latitude 34°49'30'', longitude 80°10'00'', thence clockwise along the arc of a 50-mile radius circle centered at latitude 35°10'30'', longitude 80°56'00'', to latitude 34°27'15'', longitude 80°52'30'', thence W to latitude 34°22'30'', longitude 82°20'00'', thence clockwise along the arc of a 30-mile radius circle centered at latitude 34°48'45'', longitude 82°20'30'', to the S boundary of VOR Federal airway No. 222, thence NE along the S boundary of VOR Federal airways No. 222 and No. 266 to the arc of a 35-mile radius circle centered at latitude 36°06'00'', longitude 80°01'30'', thence clockwise along the arc of this circle to the point of beginning.

§ 601.1015 Control area extension (Greenwood, Miss.).

From the Greenwood, Miss., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and extending 5 miles either side of the 66° True and 246° True radials of the Greenwood omnirange to points 20 miles southwest and northeast of the omnirange station.

§ 601.1016 Control area extension (Augusta, Ga.).

Within 5 miles either side of the 320° radial of the Augusta VOR extending from the VOR to a point 15 miles northwest, within 5 miles either side of the Augusta ILS north course extending from the localizer to a point 33 miles north, and the airspace southwest of Augusta bounded on the east by VOR Federal airway No. 185, on the south by VOR Federal airway No. 70, on the southwest by a line extending through points at latitude 32°47'00'', longitude 82°10'00'', and latitude 33°10'00'', longitude 82°39'00'', and on the northwest by VOR Federal airway No. 56. The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Fort Gordon Restricted Areas (R-124) and (R-385) are excluded during their times of designation.

§ 601.1017 Control area extension (Newberg, Oreg.).

Within 5 miles either side of the 70° True radial of the Newberg omnirange extending from the omnirange station to its intersection with the Portland, Oreg., omnirange 96° True radial.

§ 601.1018 Control area extension (Meridian, Miss.).

Within 5 miles either side of the north course of the Meridian, Miss., radio range extending from the radio range station to a point 20 miles north, within 5 miles either side of the ILS localizer south course extending from the localizer to a point 30 miles south, and within 5 miles either side of the 314° True radial of the Meridian omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1019 Control area extension (Nashville, Tenn.).

That airspace within a 50-mile radius of the Nashville, Tenn., radio range station bounded on the northwest by a direct line extending from the Graham, Tenn., omnirange station to the Bowling Green, Ky., omnirange station including the airspace within 5 miles either side of the Nashville ILS localizer south course extending from the 50-mile radius area to VOR Federal airway No. 7-E.

§ 601.1020 Control area extension (Macon, Ga.).

The airspace bounded on the south by latitude 32°00'00'', on the west by VOR Federal airway No. 97, on the north by the Atlanta, Ga., control area extension (601.1052) and VOR Federal airway No. 18, and on the east by a line extending from a point at latitude 33°31'00'', longitude 82°30'00'', to a point at latitude 32°15'00'', longitude 82°30'00'', to a point at latitude 32°00'00'', longitude 82°51'00''.

§ 601.1021 Control area extension (Belleville, Ill.).

All that area within a 40-mile radius of the Scott AFB radio range station, Belleville, Ill.

§ 601.1022 Control area extension (West Palm Beach, Fla.).

The airspace northwest of West Palm Beach bounded on the south by VOR Federal airway No. 293, on the east by VOR Federal airway No. 3, and on the west and northwest by Blue Federal airway No. 19 and VOR Federal airway No. 51.

§ 601.1023 Control area extension (Akron, Colo.).

Within 5 miles either side of the 167° True radial of the Akron, Colo., omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1024 Control area extension (Burlington, Iowa).

Within a 15-mile radius of the Burlington, Iowa omnirange station and within 5 miles either side of the 112° True radial of the omnirange extending from the omnirange station to a point 25 miles east.

§ 601.1025 Control area extension (New Orleans, La.).

That airspace in the northwest quadrant of the New Orleans radio range lying within a 35-mile radius of the radio range station; in the southwest quadrant of the radio range bounded on the north by Green Federal airway No. 6, on the west by longitude 91°05'00'', on the south by latitude 29°15'00'' and on the east by Amber Federal airway No. 5; in the southeast quadrant of the radio range bounded on the west by the south course of the New Orleans radio range, on the south and east by the United States shoreline and on the north by Red Federal airway No. 30; that airspace northeast of New Orleans bounded by a line beginning at a point on the eastern boundary of Amber Federal airway No. 5 at latitude 31°15'00'', thence southeast to latitude 31°00'00'', longitude 89°45'00'', thence east to latitude 31°00'00'', longitude 89°00'00'', thence north to latitude 31°15'00'', longitude 89°00'00'', thence east to latitude 31°15'00'', longitude 88°00'00'', thence south along longitude 88°00'00'' to the north boundary of Green Federal airway No. 6, thence west along the north boundary of Green 6 to Amber Federal airway No. 5, thence north along the east boundary of Amber 5 to point of beginning at latitude 31°15'00'', excluding the airspace lying between VOR Federal airway No. V-20 and V-20N bounded on the southwest by the northern shoreline of Lake Ponchartrain and on the northeast by the Biloxi, Miss., control area extension.

§ 601.1026 Control area extension (Grand Island, Nebr.).

From the Grand Island, Nebr., radio range station, extending within 5 miles either side of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station and within 5 miles either side of the 180° True and 360° True radials of the Grand Island omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1027 Control area extension (Kansas City, Mo.).

All that area within a 42-mile radius of the Kansas City, Mo., Municipal Airport excluding that area outside existing Federal airways that lies within the south quadrant of the Kansas City radio range and excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Lake City restricted area (R-307) during this restricted area's time of designation.

§ 601.1028 Control area extension (Monroe, La.).

Within 5 miles either side of the northeast and southwest courses of the Monroe radio range extending from the radio range station to a point 25 miles northeast and to a point 20 miles southwest, and within 5 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1029 Control area extension (Corpus Christi, Tex.).

The airspace north of Corpus Christi bounded on the southeast by VOR Federal airway No. 20, on the southwest by VOR Federal airway No. 68, on the northwest by the San Antonio control area extension (§ 601.1180), on the north by latitude 29°00'00'', and on the northeast by the Victoria, Tex., control area extension (§ 601.1376).

§ 601.1030 Control area extension (Victorville, Calif.).

All that area within the vicinity of George AFB, Victorville, Calif., bounded on the north by Green 4, on the southwest by Blue 14 and on the southeast by VOR Federal airway No. 21, and the airspace north of the George AFB bounded by a line beginning at latitude 35°11'00'', longitude 117°12'00'', thence to latitude 34°57'00'', longitude 117°12'00'', thence to latitude 34°54'45'', longitude 116°53'45'', thence along the northern boundary of Green Federal airway No. 4 to latitude 34°49'00'', longitude 117°29'00'', thence to latitude 35°11'00'', longitude 117°24'00'', thence to point of beginning, excluding the portion which overlaps Restricted Area (R-279).

§ 601.1031 Control area extension (North Platte, Nebr.).

All that airspace within a 25-mile radius of the North Platte radio range bounded on the south by Green Federal airway No. 3, and the airspace bounded on the east by a line 5 miles east of and parallel to the south course of the radio range, on the south by VOR Federal airway No. 8 and on the northwest by Red Federal airway No. 6.

§ 601.1032 Control area extension (Kotzebue, Alaska).

Within 5 miles either side of a line bearing 50° True extending from the Kotzebue, Alaska, non-directional radio beacon to a point 25 miles northeast.

§ 601.1033 Control area extension (St. Joseph, Mo.).

The airspace within a 25-mile radius of Rosecrans Memorial Airport bounded on the northeast by VOR Federal airway No. 15 and on the southeast by VOR Federal airway No. 77.

§ 601.1034 Control area extension (Springfield, Mo.).

All that area within a 25-mile radius of the Springfield, Mo., radio range station.

§ 601.1035 Control area extension (Little Rock, Ark.).

That airspace within a 50-mile radius of the Little Rock radio range station, excluding the portion below 9,000 ft. between sunrise and sunset Saturdays and Sundays only which lies within Little Rock restricted area (R-134), and excluding the portion below 15,000 ft. between sunrise and sunset daily which lies within Pine Bluff restricted area (R-135). That airspace southwest of Little Rock bounded on the northwest by VOR Federal airway No. 54, on the southeast by VOR Federal airway No. 16 and on the northeast by the Little Rock 50-mile radius control area.

§ 601.1036 Control area extension (West Palm Beach, Fla.).

Within 5 miles either side of the 151° True radial of the West Palm Beach omnirange extending from the West Palm Beach omnirange station via the intersection of the West Palm Beach 151° True radial and the Biscayne, Fla., 051° True radial thence via the Biscayne 051° True radial to the Biscayne, Fla., omnirange station. The airspace which lies within the Patrick AFB Warning Area (W-497B) and the Miami Warning Area (W-171) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1037 Control area extension (Pensacola, Fla.).

That airspace within 8 miles east of and 5 miles west of the north and south courses of the Pensacola, Fla., radio range extending from the radio range station to points 25 miles north and 12 miles south.

§ 601.1038 Control area extension (Great Falls, Mont.).

The airspace lying within a 45-mile radius centered on the Great Falls, Mont., omnirange station.

§ 601.1039 Control area extension (Portland, Oreg.).

The airspace within a 30-mile radius of the Portland International Airport, including the airspace centered on the back course of the Portland ILS localizer (119° True), extending from the airport 5-mile radius control zone boundary to a point 27 miles southeast thereof and having a width of 2 miles at the control zone boundary and expanding to a width of 4.6 miles at the southeast boundary. The portions of this control area extension which lie within the Portland International Airport Military Climb Corridor (R-535) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1040 Control area extension (Medford, Oreg.).

From the Medford, Oreg., radio range station, extending within 5 miles either side of the west course of the Medford radio range, to a point 20 miles west of the radio range station and within 5 miles either side of the 270° True radial of the Medford omnirange extending from the omnirange station to VOR Federal airway No. 27.

§ 601.1041 Control area extension (Boise, Idaho).

Within 5 miles either side of the southwest course of the Boise radio range extending from the radio range station to a point 20 miles southwest including the airspace in the south quadrant of the Boise radio range bounded on the northeast and southeast by the Mountain Home, Idaho, control area extension and on the southwest by a line drawn 135° True from a point at latitude 43°20′20″ longitude 116°29′15″ extending to the Mountain Home control area extension and that airspace northeast of Boise lying within a 25-mile radius of the Boise radio range station bounded on the southwest by Green Federal airway No. 10 and the airspace northwest of the Boise VOR within 5 miles either side of the Boise VOR 291° radial extending from the VOR to a point 67 miles northwest.

§ 601.1042 Control area extension (Columbus, Ohio).

Within a 15-mile radius of the Appleton, Ohio, omnirange station; that airspace south of Columbus bounded on the east by VOR Federal airway No. 133, on the southeast by VOR Federal airway No. 44, on the west by a line extending from the York, Ky., omnirange station to the southeast corner of restricted area (R-109) thence on the west by restricted area R-109 and Amber Federal airway No. 6, and on the north by Green Federal airway No. 4; the portions of this control area extension which lie within the Columbus, Ohio (Lockbourne AFB) Restricted Area/Military Climb Corridor (R-543) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1043 Control area extension (Bowling Green, Ky.).

The airspace within a 15-mile radius of the Bowling Green omnirange station and within 5 miles either side of the northwest and southeast courses of the Bowling Green radio range extending from the radio range station to a point 25 miles northwest and to a point 20 miles southeast of the radio range station, including the airspace west of Bowling Green bounded on the north by latitude 37°00′00″, on the west by VOR Federal airway No. 7 and on the southeast by VOR Federal airway No. 57.

§ 601.1044 Control area extension (Ypsilanti, Mich.).

From the Willow Run Airport, Ypsilanti, Mich. ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1046 Control area extension (Falfurrias, Tex.).

Within 5 miles on the northwest side and 15 miles on the southeast side of the southwest course of the Kingsville, Tex., radio range extending from the western boundary of VOR Federal airway No. 68 to a point 35 miles southwest of the Falfurrias nondirectional radio beacon.

§ 601.1047 Control area extension (Bangor, Maine).

That airspace within a 25-mile radius of Dow Air Force Base, Bangor, Maine.

§ 601.1048 Control area extension (Red Bluff, Calif.).

From the Red Bluff, Calif., radio range station extending 5 miles either side of the east course of the radio range to a point 25 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station.

§ 601.1049 Control area extension (Utica, N.Y.).

From the Utica, N.Y., radio range station, within 5 miles either side of the northwest course of the Utica, N.Y., radio range, extending 20 miles northwest of the Utica, N.Y., radio range station and within 5 miles either side of the northeast course of the Utica radio range extending from the radio range station to a point 15 miles northeast.

§ 601.1050 Control area extension (Bakersfield, Calif.).

Within 5 miles either side of the southwest course of the Bakersfield radio range extending from the radio range station to a point 25 miles southwest.

§ 601.1051 Control area extension (Portland, Maine).

From the Portland, Maine, radio range station, within 5 miles either side of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 Control area extension (Atlanta, Ga.).

All that airspace within a 50-mile radius of the Atlanta radio range station including the airspace north of Atlanta bounded on the west by VOR Federal airway No. 5, on the north by VOR Federal airway No. 54 and on the east by VOR Federal airway No. 97, and the airspace east of Atlanta bounded on the northwest by VOR Federal airway No. 20, on the east by VOR Federal airway No. 35 and on the south by VOR Federal airway No. 18 including the airspace southwest of Atlanta bounded on the north by VOR Federal airway No. 18, on the west by longitude 86°00′00″, and on the southeast by VOR Federal airway No. 20.

§ 601.1053 Control area extension (Houston, Tex.) (Beaumont-Palacios-Houston area).

All that airspace beginning at latitude 30°22′00″, longitude 94°03′00″, thence clockwise along an arc with a 25-mile radius centered on the Beaumont, Tex., radio range station to latitude 29°38′35″, longitude 94°00′00″, thence south to latitude 29°37′30″, longitude 94°00′00″, thence southwesterly 3 nautical miles from and parallel to the shoreline to latitude 28°23′20″, longitude 96°17′30″, thence clockwise along an arc with a 25-mile radius centered on the Palacios, Tex., radio range station to latitude 28°55′00″, longitude 96°38′45″, thence northeasterly to latitude 29°58′30″, longitude 95°58′30″, thence clockwise along an arc with a 50-mile radius centered on the Houston, Tex., radio range station to latitude 30°20′25″, longitude 95°17′00″, thence east to point of beginning.

§ 601.1054 Control area extension (Sinclair, Wyo.).

From the Sinclair, Wyo., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1055 Control area extension (Elmira, N.Y.).

Within a 15-mile radius of the Elmira, N.Y., omnirange station.

§ 601.1056 Control area extension (Buffalo, N.Y.).

The airspace within the continental limits of the United States within a 50-mile radius of the Greater Buffalo Municipal Airport excluding the portion which lies within the Oswego Restricted Area (R-70).

§ 601.1057 Control area extension (Binghamton, N.Y.).

Within a 15-mile radius of the Binghamton, N.Y., omnirange station.

§ 601.1058 Control area extension (Martinsburg, W. Va.).

Within 5 miles either side of the southwest and northeast courses of the Martinsburg radio range extending from the radio range station to a point 20 miles southwest and to a point 33 miles northeast, and that airspace within a 15-mile radius of the Martinsburg, W. Va., omnirange station.

§ 601.1059 Control area extension (Lynchburg, Va.).

From the Lynchburg, Va., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1060 Control area extension (Elkins, W. Va.).

From the Elkins, W. Va., radio range station, within 5 miles either side of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W. Va., airport and all that area within a 15-mile radius of the Elkins omnirange station.

§ 601.1061 Control area extension (Mt. Clemens, Mich.).

All that airspace bounded on the north by an arc having a radius of 40 miles from Selfridge Air Force Base, Mt. Clemens, Mich., on the east and southeast by the United States-Canadian Boundary, and on the southwest by Red Federal airway No. 20 and the Flint, Mich., control area extension.

§ 601.1062 Control area extension (Raleigh, N.C.).

All of the airspace lying within a 60-mile radius of a point southeast of Raleigh located at latitude 35°30'30'', longitude 78°32'52'', including the airspace within a 35-mile radius of a point centered on Grannis Airport, Fayetteville, N.C. The portion of this control area extension which lies within the geographic limits of and between the designated altitudes of, the Fort Bragg Restricted Area (R–115) is excluded during the restricted area's time of designation. The portion of this control area extension which lies within the Goldsboro, N.C., Seymour Johnson AFB Restricted Area/Military Climb Corridor (R–573) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1063 Control area extension (Roanoke, Va.).

From the Roanoke, Va., radio range station extending 5 miles either side of the south course of the Roanoke, Va., radio range to a point 20 miles south of the radio range station and the airspace southeast of Roanoke bounded on the north by Red Federal airway No. 37, on the southeast by VOR Federal airway No. 143, and on the southwest by VOR Federal airway No. 258.

§ 601.1064 Control area extension (Chicopee Falls, Mass.).

That airspace bounded on the north by VOR Federal airway No. 2, on the northeast by VOR Federal airway No. 151, on the southeast by VOR Federal airway No. 3, on the south by a line extending from a point at latitude 42°08'50'', longitude 72°28'00'' to a point at latitude 42°04'30'', longitude 72°11'30'', on the southwest by VOR Federal airway No. 203, and on the northwest by an arc 38 statute miles in radius centered on the Westover, Mass., Air Force Base and lying between VOR Federal airways Nos. 2 and 203, excluding that airspace below 2,500 feet MSL.

§ 601.1065 Control area extension (Biloxi, Miss.).

All that area within a 25-mile radius of the Keesler AFB, Biloxi, Miss., radio range station, excluding Airspace Warning Areas.

§ 601.1066 Control area extension (New York, N.Y.).

The airspace within a 163-mile radius of the Idlewild VOR extending clockwise from the VOR 190° radial to the VOR 220° radial, thence within a 125-mile radius of the Idlewild VOR extending clockwise from the VOR 220° radial to the VOR 328° radial, thence within an 80-mile radius of the Idlewild VOR extending clockwise from the VOR 328° radial to the VOR 190° radial. The portions of this control area extension which lie within the Wrightstown, N.J. (McGuire AFB) Restricted Area/Military Climb Corridor (R–539) and within the Westhampton Beach, N.H. (Suffolk County AFB) Restricted Area/Military Climb Corridor (R–545) shall be used only after obtaining prior approval from the controlling agency concerned. The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, restricted areas R–12, R–25, R–26, R–28, R–67 and R–93, and within the geographic limits of, and between the established altitudes of, the Bowers Caution Area (C–53) are excluded during the restricted areas' times of designation and during the caution area's established time of use. The portions of this control area which lie within the New York control area extension 601.1147 and the Millville control area extension 601.1148 are excluded; the portions which lie within the geographic limits of warning areas W–105, W–106, W–107, and W–108 are excluded at all times and all altitudes; the portions bounded on the northeast by W–106 and on the southwest by W–107 lying seaward of a line between points at latitude 40°07'20'', longitude 73°15'00'' and latitude 40°00'00'', longitude 73°36'30'' and the portions bounded on the northeast by W–107 and on the southwest by W–108 lying seaward of a line between latitude 39°09'00'', longitude 74°37'00'' and latitude 38°45'00'', longitude 74°31'00'' are excluded.

§ 601.1067 Control area extension (Lexington, Ky.).

The airspace within a 40-mile radius of the Lexington omnirange station extending clockwise from the centerline of VOR Federal airway No. 4 east of Lexington to the centerline of Amber Federal airway No. 6 southwest of Lexington, thence within a 25-mile radius of the omnirange station extending clockwise from the centerline of Amber Federal airway No. 6 southwest of Lexington to the centerline of VOR Federal airway No. 4 east of Lexington.

§ 601.1068 Control area extension (Riverside, Calif.).

That airspace east of March Air Force Base bounded on the east by a line extending between a point at latitude 33°51'00'', longitude 116°50'40'' and a point at latitude 33°45'45'', longitude 116°50'00'', on the south by VOR Federal airway No. 64, on the northwest by VOR Federal airway No. 8 and on the north by Green Federal airway No. 5; that airspace southeast of March Air Force Base bounded on the north by VOR Federal airway No. 64, on the east by VOR Federal airway No. 117, on the southeast and south by Red Federal airway No. 65, and on the southwest by Caution Area C–444.

§ 601.1069 Control area extension (Santa Barbara, Calif.).

Within 5 miles either side of a line bearing 270° extending from the centerpoint of the Santa Barbara Municipal Airport to a point 28 miles west.

§ 601.1070 Control area extension (Charlottesville, Va.).

The airspace bounded on the northwest by VOR Federal airway No. 140, on the northeast by VOR Federal airway No. 156 and on the south by VOR Federal airway No. 16.

§ 601.1071 Control area extension (Burbank, Calif.).

That airspace east of the Burbank, Calif., radio range station bounded on the west by Amber Federal airway No. 1, on the south by Green Federal airway No. 5, and on the northeast by a line 5 miles northeast of and parallel to the southeast course of the Burbank radio range; that airspace southwest of the Burbank, Calif., radio range station bounded on the north by Red Federal airway No. 90, on the east by Amber Federal airway No. 1, on the south by Amber Federal airway No. 8, and on the west by a line 5 miles west of and parallel to a direct line between the Burbank, Calif., ILS outer marker and the intersection of the southeast course of the Camarillo, Calif., radio range with a line bearing 260° True from the Los Angeles, Calif., nondirectional radio beacon.

§ 601.1072 Control area extension (Sumter, S.C.).

The airspace north of Shaw Air Force Base bounded on the west by VOR Federal airway No. 37, on the north by the Greenville, S.C., control extension (601.1014), on the northeast by a line extending through points at latitude 34°48'10'', longitude 80°10'30'' and latitude 34°31'00'', longitude 79°42'30'', on the east by Amber Federal airway No. 7 and on the south by Red Federal airway No. 16, excluding the portion below 26,000 feet MSL which overlaps restricted area (R–114).

§ 601.1073 Control area extension (Fresno, Calif.).

The airspace west of Fresno lying within a 35-mile radius of the Fresno Air Terminal bounded on the east by VOR Federal airway No. 23; the airspace between Bakersfield-Fresno-Modesto, Calif., bounded on the southwest by VOR Federal airway No. 23, on the northwest by VOR Federal airway No. 28, and on the northeast and southeast by a line beginning at a point at latitude 38°20'00'', longitude, 120°22'00'', extending to a point at latitude 38°20'00'', longitude 120°00'00'', thence to a point at latitude 37°50'00'', longitude 120°00'00'', thence to a point at latitude 36°00'00'', longitude 118°48'00'', thence to the Bakersfield, Calif., omnirange station.

§ 601.1074 Control area extension (North Bend, Oreg.).

Within 5 miles either side of the 90° True and 270° True radials of the North Bend omnirange extending from the omnirange station to points 20 miles east and west.

§ 601.1075 Control area extension (Ada, Okla.).

All that area within a 15-mile radius of the Ada, Okla., Municipal Airport.

§ 601.1076 Control area extension (Phoenix, Ariz.).

That airspace southwest of Phoenix bounded on the north and east by VOR Federal airway No. 16, on the south and west by VOR Federal airway No. 94; that airspace northwest and north of Phoenix bounded on the south by VOR Federal airway No. 16, on the west by longitude 112°50′00″, on the north by latitude 34°00′00″ and on the east by VOR Federal airway No. 95; that airspace within 5 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 25 miles east. The airspace northeast of Phoenix lying within a 25-mile radius of the Phoenix omnirange station bounded on the west by VOR Federal airway No. 95 and on the southeast by VOR Federal airway No. 190.

§ 601.1077 Control area extension (Elko, Nev.).

From the Elko, Nev., radio range station extending 5 miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending 5 miles on either side of the south course of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

§ 601.1078 Control area extension (Reno, Nev.).

The airspace within lines 5 miles west of and 13 miles east of and parallel to the north course of the Reno radio range extending to 36 miles north of the radio range station.

§ 601.1079 Control area extension (Rock Springs, Wyo.).

From the Rock Springs, Wyo., radio range station extending 5 miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending 5 miles either side of the south course of the Rock Springs, Wyo., radio range to a point 25 miles south of the radio range station.

§ 601.1080 Control area extension (Louisville, Ky.).

All of the airspace lying within a 35-mile radius of Standiford Field, Louisville, Ky. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Fort Knox Restricted Area (R–64) is excluded during the restricted area's time of designation.

§ 601.1081 Control area extension (Windsor Locks, Conn.).

That airspace bounded on the north by a line extending from a point at latitude 42°08′50″, longitude 72°28′00″ to a point at latitude 42°04′30″, longitude 72°11′30″, on the east by VOR Federal airway No. 3, on the south by VOR Federal airway No. 58, and on the west by VOR Federal airway No. 123.

§ 601.1082 Control area extension (Montgomery, Ala.).

That airspace bounded on the north by latitude 32°52′00″, on the east by longitude 86°00′00″, on the south by latitude 31°45′00″, and on the west by longitude 87°30′00″.

§ 601.1083 Control area extension (Bartlesville, Okla.).

All that area within a 20-mile radius of the Phillips Airport, Bartlesville, Okla.

§ 601.1084 Control area extension (Quincy, Ill.).

That airspace within a 25-mile radius of the Quincy nondirectional radio beacon including the airspace north of Quincy bounded on the east by VOR Federal airway No. 63, on the southwest by VOR Federal airway No. 52 and on the northwest by VOR Federal airway No. 10.

§ 601.1085 Control area extension (Edwards Air Force Base, Calif.).

All that airspace bounded on the south by Green Federal airway No. 4, on the southwest by Blue Federal airway No. 14, on the north by latitude 34°58′00″, on the east by longitude 117°48′00″, including the airspace within 5 miles either side of a line bearing 56° True extending from the Edwards Air Force Base and passing through the Edwards omnirange station site at latitude 35°00′18″, longitude 117°41′14″ to a point 15 miles northeast of the omnirange station site, excluding the portions which overlap restricted area (R–279) and excluding the portion above 20,000 feet MSL which conflicts with restricted area (R–484).

§ 601.1086 Control area extension (Memphis, Tenn.).

That airspace within a 50-mile radius of the Memphis radio range station lying in the southeast, southwest and northwest quadrants of the radio range and that airspace within an arc 45 miles in radius from the Memphis NAS radio range station bounded on the west and northwest by VOR Federal airway No. 11 and on the southeast by Green Federal airway No. 5. That airspace southwest of Memphis bounded on the southeast by VOR Federal airway No. 16, on the west by VOR Federal airway No. 69, on the north by VOR Federal airway No. 54 and on the east by the Memphis 50-mile radius control area. The airspace northwest of Memphis bounded on the east by VOR Federal airway No. 9, on the south by VOR Federal airway No. 54–N, on the west by VOR Federal airway No. 69, and on the north by VOR Federal airway No. 140.

§ 601.1087 Control area extension (Akron, Ohio).

The airspace south of Akron bounded on the north by the Cleveland control area extension 601.1158, on the east by the Pittsburgh control area extension 601.1256, on the south by VOR Federal airway No. 210 and on the west by VOR Federal airway No. 59.

§ 601.1088 Control area extension (Alexandria, Minn.).

From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station, including all that area within a 15-mile radius of the Alexandria omnirange station, and all that area within 5 miles either side of the 50° True radial of the omnirange extending from the ominrange station to a point 25 miles northeast.

§ 601.1089 Control area extension (Cincinnati, Ohio).

The airspace within a 35-mile radius of the Greater Cincinnati Airport including the airspace north and east of Cincinnati bounded by VOR Federal airways as follows: on the west by V–275 northward to V–210, on the north by V–210 eastward to V–59, on the east by V–59 southward to V–144, on the northeast by V–144 southeastward to V–119, on the southeast by V–119 southeastward to V–44, on the south by V–44 westward to V–133, on the west by V–133 northward to V–144, on the southwest by V–144 westward to V–5 and on the southeast by V–5 southwestward to the 35-mile radius control area boundary.

§ 601.1090 Control area extension (Lawrence, Mass.).

Within 5 miles either side of a direct line extending from the Lawrence, Mass., nondirectional radiobeacon to the Bedford, Mass., outer marker.

§ 601.1091 Control area extension (Detroit, Mich.).

That airspace within a 20-mile radius of the Willow Run Airport, Detroit, Mich.; and the airspace north of Detroit bounded on the south by VOR Federal airway No. 116, on the west by VOR Federal airway No. 133, on the north by VOR Federal airway No. 84 and on the east by Red Federal airway No. 20.

§ 601.1092 Control area extension (Dickinson, N. Dak.).

From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station including all that area within a 15-mile radius of the Dickinson omnirange station, and all that area within 5 miles either side of the 15° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1093 Control area extension (Fargo, N. Dak.).

From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the Glyndon fan marker, and extending from the ILS localizer 5 miles either side of the localizer course to a point 20 miles south of the outer marker, and all that area within a 15 mile radius of the Fargo omnirange station.

§ 601.1094 Control area extension (Flint, Mich.).

From the Flint, Mich., outer compass locator extending 5 miles either side of the 88° and 268° True courses of the outer compass locator to points 25 miles east and west of the outer compass locator.

§ 601.1095 Control area extension (Mountain Home, Idaho).

The airspace southeast of Mountain Home bounded on the northeast by VOR Federal airway No. 253, on the east by VOR Federal airway No. 269, on the southwest by a line 5 miles southwest of and parallel to a direct line drawn between the Twin Falls omnirange station and the Mountain Home AFB terminal omnirange station, and on the west by the Mountain Home control area extension (601.1306). The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Sailor Creek Restricted Area (R–254) shall not be used by aircraft during the time of designation of this restricted area unless prior approval is obtained from Federal Aviation Agency Air Traffic Control.

§ 601.1096 Control area extension (Glenview, Ill.).

From the Glenview, Ill., radio range station extending 5 miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

§ 601.1097 Control area extension (Grand Forks, N. Dak.).

The airspace within a 30-mile radius of a point centered on the Grank Forks AFB lying west of Blue Federal airway No. 8.

§ 601.1098 Control area extension (Casper, Wyo.).

The airspace within a 25-mile radius of the Casper radio range station lying in the southwest, northwest, and northeast quadrants of the radio range, and within 5 miles either side of the Casper Air Terminal ILS localizer course extending from the localizer to a point 25 miles west of the airport and the airspace within 5 miles either side of the 85° True radial of the Casper omnirange extending from the omnirange station to VOR Federal airway No. 247.

§ 601.1099 Control area extension (Indianapolis, Ind.).

From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the ILS outer marker and all that area within a 15-mile radius of the Indianapolis omnirange station.

§ 601.1100 Control area extension (Lone Rock, Wis.).

That airspace within a 15-mile radius of the Lone Rock omnirange station including the airspace within 5 miles either side of the 24° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1101 Control area extension (Madison, Wis.).

That airspace south of Madison bounded on the north by VOR Federal airway No. 2, on the southeast by VOR Federal airway No. 63 and on the southwest and west by VOR Federal airway No. 97.

§ 601.1102 Control area extension (Minneapolis, Minn.).

All that area within a 30-mile radius of the Minneapolis-St. Paul International Airport lying within the east, south, and west quadrants of the Minneapolis radio range, including all that area within a 15-mile radius of the Minneapolis omnirange station and the airspace north of Minneapolis bounded on the northwest by VOR Federal airway No. 13–W, on the east by VOR Federal airway No. 13 and on the southwest by VOR Federal airway No. 2.

§ 601.1103 Control area extension (Minot, N. Dak.).

All that area within a 15-mile radius of the Minot, N. Dak., omnirange station.

§ 601.1104 Control area extension (Brownwood, Tex.).

The airspace west of Brownwood bounded on the northeast by a line 5 miles northeast of and parallel to the Brownwood terminal VOR 304° True radial, on the south by a line 5 miles south of and parallel to the Brownwood terminal VOR 270° True radial, and on the west by the Abilene, Tex., control area extension (§ 601.1360); the airspace north of Brownwood lying within 5 miles either side of the Brownwood terminal VOR 041° True radial extending from the TVOR to the centerline of VOR Federal airway No. 94.

§ 601.1105 Control area extension (Muskegon, Mich.).

Within a 15-mile radius of the Muskegon County Airport, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, Little Sable Point Restricted Area (R–437) during its designated time of use.

§ 601.1106 Control area extension (Whidbey Island, Wash.).

All of the airspace bounded on the east by Green Federal airway No. 10, on the south by Red Federal airway No. 79, on the west by Amber Federal airway No. 1 and on the north by a line drawn from a point at latitude 48°42′48″, longitude 123°11′57″ through a point at latitude 48°50′27″, longitude 122°44′33″, excluding the portions which lie within the geographic limits of, and between the designated altitudes of, restricted areas R–231, R–232, R–233, R–234, and R–235 during their times of designation.

§ 601.1107 Control area extension (Columbus, Miss.).

The airspace within a 45-mile radius centered on the Columbus AFB, Columbus, Miss.

§ 601.1108 Control area extension (Salina, Kans.).

That airspace north of Salina, Kansas, within a 30-mile radius of a point at latitude 38°52′39″, longitude 97°38′54″, bounded on the south by VOR Federal airway No. 4, and the airspace southeast of the Salina omnirange station bounded on the north by VOR Federal airway No. 4 and on the west by VOR Federal airway No. 73 within a 25-mile radius of the omnirange station.

§ 601.1109 Control area extension (Goodland, Kans.).

From the Goodland, Kans., omnirange station extending 5 miles either side of the 22° True radial of the omnirange to a point 20 miles north and within 5 miles either side of the 202° True radial of the Goodland omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1110 Control area extension (Hobbs, N. Mex.).

From the Hobbs, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1111 Control area extension (San Diego, Calif.).

The airspace within 5 miles either side of the 287° True radial of the Lindberg Field terminal omnirange extending from the terminal omnirange station to a point 28 miles northwest; within 5 miles either side of the San Diego radio range extending from the radio range station to a point 30 miles southwest; the airspace within a 23-mile radius of the San Diego radio range station lying in the southwest quadrant of the radio range excluding the portion under the jurisdiction of Mexico; the airspace southeast of San Diego bounded on the north by Red Federal airway No. 9, on the west by Amber Federal airway No. 1, on the east by longitude 116°24′00″, and on the south by the United States-Mexican Border. The portion of this control area extension below 1,000 feet MSL which lies within the geographic limits of the Imperial Beach Warning Area (W–536) is excluded.

§ 601.1113 Control area extension (San Francisco, Calif.).

All of the airspace in the San Francisco area bounded on the northeast by VOR Federal airway No. 107, on the south by a line 5 miles southeast of and parallel to the southwest and northeast courses of the Moffett NAS, Calif., radio range, on the west by a line 3 nautical miles off-shore extending to the southern boundary of the San Francisco control area extension 601.1173, thence east along this boundary to latitude 37°14′00″, longitude 122°24′55″, thence north to latitude 38°08′30″, longitude 122°54′00″, thence northeast to the point of intersection of the western edge of VOR Federal airway No. 107 with latitude 38°15′00″.

§ 601.1114 Control area extension (Bettles, Alaska).

Within 5 miles either side of the southeast course of the Bettles, Alaska, radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1115 Control area extension (Dodge City, Kans.).

Within 5 miles either side of the 341° and 161° True radials of the Dodge City omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1116 Control area extension (Hutchinson, Kans.).

All that area within a 25-mile radius of the Hutchinson, Kans., radio range station.

§ 601.1117 Control area extension (Grosse Ile, Mich.).

That airspace south of the Grosse Ile Naval Air Station bounded on the west by VOR Federal airway No. 275, on the north by VOR Federal airway No. 10, on the northeast by Red Federal airway No. 19 and on the southeast by a line through a point at latitude 41°51′10″, longitude 83°08′35″ and a point at latitude 41°45′20″, longitude 83°20′25″.

§ 601.1118 Control area extension (Grand Junction, Colo.).

Within 5 miles either side of a line bearing 305° True extending from Walker Airport, Grand Junction, Colo., to its intersection with VOR Federal airway No. 81.

§ 601.1119 Control area extension (St. Louis, Mo.).

All that area within a 25-mile radius of the St. Louis, Mo., radio range station in the northeast and southwest quadrants of the radio range.

§ 601.1120 Control area extension (Cedar Rapids, Iowa).

Within 5 miles either side of a line bearing 266° True extending from the Cedar Rapids Municipal Airport to a point 25 miles west, and within 5 miles either side of a line bearing 90° True from the airport to a point 25 miles east, the airspace south of Cedar Rapids bounded on the northeast by VOR Federal airway No. 233, on the south by VOR Federal airway No. 6 and on the northwest by VOR Federal airway No. 294.

§ 601.1122 Control area extension (Tri-City, Tenn.).

That airspace within a 28-mile radius of the Tri-City radio range station lying in the east quadrant of the radio range; that airspace within a 30-mile radius of the radio range station lying in the west quadrant of the radio range, and the airspace within 5 miles either side of the 289° True radial of the Tri-City omnirange extending from the omnirange station to a point 50 miles northwest.

§ 601.1123 Control area extension (Birmingham, Ala.).

That airspace bounded by a line beginning at a point at latitude 32°52′00″, longitude 87°30′00″, thence north to latitude 34°15′00″, longitude 87°30′00″, thence east to latitude 34°15′00″, longitude 86°15′00″, thence south to latitude 34°00′00″, longitude 86°15′00″, thence southeast to latitude 33°39′00″, longitude 86°00′00″, thence south to latitude 32°52′00″, longitude 86°00′00″, thence west to latitude 32°52′00″, longitude 87°30′00″.

§ 601.1124 Control area extension Eugene, Oreg.).

Within 5 miles either side of the west course of the Eugene, Oreg., radio range extending from the radio range station to VOR Federal airway No. 27.

§ 601.1125 Control area extension (Tallahassee, Fla.).

The airspace bounded on the north by VOR Federal airway No. 22–N, on the east by VOR Federal airway No. 159–W, and on the south and southwest by VOR Federal airway No. 7–W.

§ 601.1126 Control area extension (Knoxville, Tenn.).

The airspace within a 40-mile radius of the Knoxville radio range station beginning at a point south of Knoxville on the centerline of VOR Federal airway No. 97, extending counterclockwise to a point east of Knoxville on the centerline of VOR Federal airway No. 16, thence eastward to and including the airspace within a 50-mile radius of the Knoxville omnirange station beginning at a point east of Knoxville on the centerline of VOR Federal airway No. 16 and extending counterclockwise to a point at latitude 36°06′30″, longitude 84°45′00″, thence bounded on the northwest by a straight line from this point to a point at latitude 36°00′00″, longitude 84°56′45″, thence bounded on the west by VOR Federal airway No. 51, on the southwest by the Chattanooga control area extension (601.1373), on the south by VOR Federal airway No. 54, and on the east by the centerline of VOR Federal airway No. 97, thence to point of beginning; the airspace northeast of Knoxville bounded on the southeast by VOR Federal airway No. 16–N, on the northeast by VOR Federal airway No. 53, and on the northwest by VOR Federal airway No. 115. The airspace which lies within Prohibited Area P–78 is excluded.

§ 601.1127 Control area extension (Pasco, Wash.).

That airspace beginning at a point at latitude 46°13′03″, longitude 119°03′45″ within 5 miles either side of lines drawn 179° True and 269° True extending from that point to their intersection with the northeast boundary of Green Federal airway No. 10; that airspace bounded by lines 5 miles south of and 10 miles north of and parellel to a line drawn 89° True from the point of beginning extending to the northwest boundary of VOR Federal airway No. 112 on the south, to longitude 118°43′30″ on the north, bounded on the west by longitude 119°03′45″, and including the airspace within 5 miles either side of the northwest course of the Walla Walla, Wash., radio range from the radio range station northwestward to longitude 118°43′30″.

§ 601.1128 Control area extension (Alexandria, La.).

The airspace within a 40-mile radius of the Alexandria, La., omnirange station, including the airspace south of Alexandria bounded on the northeast by VOR Federal airway No. 114, on the southeast by VOR Federal airway No. 222, on the south and southwest by the Lake Charles control area extension (601.1006), and on the northwest by a line 5 miles northwest of and parallel to the Alexandria omnirange 232° True radial, excluding the portion which lies within Fort Polk Restricted Areas (R–229) and (R–230). The portion of this control area which lies within the Camp Claiborne Restricted Area (R–431) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1129 Control area extension (Washington, D.C.).

The airspace within a 40-mile radius of the Washington National Airport, excluding the pie-shaped portion northeast of the airport bounded on the west by the eastern boundaries of Red Federal airway No. 45 north of the Baltimore RR and Blue Federal airway No. 21 south of the Baltimore RR and bounded on the south by the northern boundary of Green Federal airway No. 5 east of the Shadyside RBN; the airspace centered on the Andrews AFB TVOR 53° radial extending from the Camp Springs, Md., 5-mile radius control zone boundary to a point 27 miles northeast thereof and having a width of 1 mile southeast of and 2.3 miles northwest of the Andrews AFB TVOR 053° radial at the control zone boundary and expanding to a total width of 4.6 miles (2.3 miles either side of the centerline) at the point 27 miles northeast of the control zone boundary. The portion of this control area extension which lies within the geographic limits of the Washington Prohibited Area (P–56) is excluded; the portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Chesapeake Bay Restricted Area (R–35), the Quantico Restricted Area (R–37), the West Dahlgren Restricted Area (R–38) and the Aberdeen Restricted Area (R–54) are excluded during the restricted areas' times of designation; the portions of this control area extension which lie within the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R–542) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1130 Control area extension (Spokane, Wash.).

The airspace within a radius of 45 nautical miles centered on the Fairchild AFB, Spokane, Wash. The portions of this control area extension which lie within the Spokane (Geiger Field) Restricted Area/Military Climb Corridor (R–538), shall be used only after obtaining prior authority from the controlling agency.

§ 601.1131 Control area extension (Sitka, Alaska).

Within 5 miles either side of the southwest course of the Sitka, Alaska, radio range extending from the radio range station to a point 25 miles southwest and within 5 miles either side of the Sitka VORTAC 027° True radial extending from the VORTAC to a point 20 miles northeast.

§ 601.1132 Control area extension (West Palm Beach, Fla.).

Within 5 miles either side of the 36° True radial of the West Palm Beach omnirange extending from the omnirange station to its intersection with the 109° True radial of the Orlando, Fla., omnirange thence northwestward within 5 miles either side of the Orlando omnirange 109° True radial to its intersection with the center line of Wilmington, N.C., control area extension No. 1150, excluding the portion below 2000 feet MSL which lies outside the continental limits of the United States.

§ 601.1133 Control area extension (Seattle, Wash.).

The airspace within a 30-mile radius of the Seattle-Tacoma International Airport, excluding the portions which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Areas (R–503, R–504 and R–505) during these restricted areas' times of designation; the airspace northwest of Seattle bounded on the northeast by Amber Federal airway No. 1, on the north by Red Federal airway No. 79, on the west by longitude 123°15'00'' and on the south by VOR Federal airway No. 27. The portions of this control area extension which lie within the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R–546) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1134 Control area extension (Columbus, Ga.).

That airspace north of Columbus bounded on the northwest by VOR Federal airway No. 20, on the south by VOR Federal airway No. 56, on the east by VOR Federal airway No. 97, and on the north by the Atlanta, Ga., 50-mile radius control area extension.

§ 601.1135 Control area extension (Marianna, Fla.).

Within 5 miles either side of the Marianna VOR 130° radial extending from the VOR to a point 20 miles southeast.

§ 601.1136 Control area extension (San Juan, P.R.).

Within a radius of 100 nautical miles of the Isla Grande Airport, San Juan, P.R. The portions of this control area extension which lie within the geograph limits of, and between the designated altitudes of, all restricted areas are excluded during times of designation of the restricted areas, and the portions which lie within the geographic limits of, and between the established altitudes of, all warning areas are excluded during the times of use of the warning areas.

§ 601.1137 Control area extension (Big Spring, Tex.).

The airspace within a 35-mile radius of the Big Spring VOR, including the airspace northwest of the VOR bounded on the northeast by VOR Federal airway No. 76N and on the west by VOR Federal airways No. 81 and No. 76.

§ 601.1138 Control area extension (Orlando, Fla.).

The airspace bounded on the north by latitude 29°00'00'', on the west by Tampa control area extension 601.1325, on the south by latitude 27°45'00'', on the east by Blue Federal airway No. 19 and on the northeast by VOR Federal airway No. 159–E to the Orlando VOR and by VOR Federal airway No. 267 north of the Orlando VOR.

§ 601.1139 Control area extension (Fort Rucker, Ala.).

Within a 35-mile radius of a point at latitude 31°14'55'', longitude 85°46'20'', excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Rucker Restricted Area (R–156) during the restricted area's time of designation.

§ 601.1140 Control area extension (Youngstown, Ohio).

The airspace within a 35-miles radius of the Youngstown VOR. The portions of this control area extension which lie within the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R–541) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1141 Control area extension (Boston, Mass.).

That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of Federal airways.

§ 601.1142 Control area extension (Boston, Mass.).

That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of Federal airways.

§ 601.1143 Control area extension (Nantucket, Mass.).

That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that airspace which lies within the confines of Federal airways, and excluding those portions which overlap Warning Areas (W–21, W–95 and W–104).

§ 601.1144 Control area extension (Nantucket, Mass.).

That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to a circle 15 miles in radius centered on the intersection of a Great Circle course between the Nantucket Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of Federal airways.

§ 601.1145 Control area extension (Nantucket, Mass.).

That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to a circle 15 miles in radius centered on the intersection of a rhumb line between the Nantucket Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') and the Kindley AFB Bermuda radio range station and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of Federal airways.

§ 601.1146 Control area extension (Galena, Alaska).

The airspace within 5 statute miles either side of the 086° and 278° radials of the Galena AFB TACAN extending from the TACAN to points 80 nautical miles east and west of the facility.

§ 601.1147 Control area extension (New York, N.Y.).

That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N.J., radio range and the southwest course of the Hempstead, N.Y., radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Newark, N.J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of Federal airways.

§ 601.1148 Control area extension (Millville, N.J.).

That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N.J., radio range station and the intersection of the southeast course of the Millville, N.J., radio range and the Atlantic Ocean U.S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course of the Millville, N.J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1149 Control area extension (Norfolk, Va.).

The airspace within a 55-mile radius of a point located at latitude 36°57′44″, longitude 76°24′44″, excluding the portions which lie within and overlap warning areas, excluding the portion below 2,000 feet MSL which lies beyond the shoreline, and excluding the portions which lie within the geographic limits of, and between the designated altitudes of, restricted areas R–32, R–33, R–43, R–47, R–49, R–74, R–85, R–88 and R–388 during the times of designation of these restricted areas.

§ 601.1150 Control area extension (Wilmington, N.C.).

That area within a 5-mile radius circle of the Wilmington, N.C. (Carolina Beach), nondirectional radio beacon including the area bounded on the west by a line tangent to the circumference of this circle extending to the circumference of a circle 15 miles in radius centered at latitude 30°24′00″, longitude 79°05′30″ thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, and bounded on the east by a line tangent to the circumference of the 5-mile radius circle centered on the Wilmington (Carolina Beach) nondirectional radio beacon extending to the circumference of a circle 35 miles in radius centered at latitude 30°24′00″, longitude 79°05′30″, thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding the portion below 2,000 feet mean sea level which lies outside of the continental limits of the United States.

§ 601.1151 Control area extension (Wilmington, N.C.).

The airspace north of latitude 27°00′00″ N., within tangent lines drawn from the circumference of a circle 25 statute miles in radius centered at a point midway on a direct line between the Carolina Beach (Wilmington), N.C., RBN and the Nassau, British West Indies, RBN and circles 5 statute miles in radius centered on the Carolina Beach RBN and the Nassau, British West Indies, RBN, excluding the airspace below 2,000 feet MSL which lies outside the continental limits of the United States. The portions of this control area extension which lie within the geographic limits of the Mayport Warning Area (W–158–A) are excluded. The portion of this control area extension which lies within the Patrick AFB Warning Area (W–497–A) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1152 Control area extension (Charleston, S.C.).

That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S.C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S.C., radio range and the Atlantic Ocean U.S. Coastline to a circle 17 miles in radius centered at the intersection of the southeast course of the Charleston, S.C., RR and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1153 Control area extension (Jacksonville, Fla.).

The airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., RR to a circle 18 statute miles in radius centered at the intersection of the east course of the Jacksonville RR and the western boundary of the New York Oceanic Control Area excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1154 Control area extension (Bismarck, N. Dak.).

All that area within a 15-mile radius of the Bismarck omnirange station including all that area 5 miles either side of the ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker, and all that area within 5 miles either side of the 114° True radial of the omnirange station extending from the omnirange station to a point 25 miles southeast.

§ 601.1155 Control area extension (Omaha, Nebr.).

The airspace lying within a 25-mile radius of the Omaha RR including the airspace south and southwest of Omaha bounded on the east by VOR Federal airway No. 15, on the south by latitude 40°00′00″ on the west by longitude 98°00′00″, and on the north by VOR Federal airway No. 6.

§ 601.1156 Control area extension (Albany, Ga.).

Within 5 miles either side of the west course of the Albany radio range extending from the radio range station to a point 25 miles west and within 5 miles either side of the 335° True radial of the Albany omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1157 Control area extension (Chicago, Ill.).

From the Chicago, Ill., O'Hare International Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

§ 601.1158 Control area extension (Cleveland, Ohio).

That airspace lying over United States territory within a 50-mile radius of the Cleveland-Hopkins Airport.

§ 601.1159 Control area extension (Moline, Ill.).

That airspace within a 15-mile radius of the Cordova, Ill., omnirange station, within 5 miles either side of the Moline ILS localizer west course extending from the localizer to a point 35 miles west of the Quad City Airport, and the airspace east of Moline bounded on the north by VOR Federal airway No. 8, on the south by a line 5 miles south of and parallel to the Moline ILS localizer east course, on the east by longitude 90°02′00″ and on the west by VOR Federal airway No. 63 and the airspace within 5 miles either side of a direct line extending from the Polo, Ill., omnirange station to the intersection of the east (back) course of the Quad-City ILS localizer and the 318° True radial of the Bradford, Ill., omnirange station.

§ 601.1160 Control area extension (South Bend, Ind.).

From the South Bend, Ind., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles east of the outer marker and all that area within a 15-mile radius of the South Bend omnirange station.

§ 601.1161 Control area extension (Chicago, Ill.).

All that area within a 30-mile radius of the Chicago-Midway Airport; all that area within a 15-mile radius of the Chicago Heights omnirange station; all that area east of the Chicago Midway Airport bounded on the northwest by Red Federal airway No. 28, on the east by Blue Federal airway No. 6 and on the south by Red Federal airway No. 12, and all that area southeast of Chicago Midway Airport bounded on the north by Red Federal airway No. 12, on the east by Blue Federal airway No. 6, on the south by VOR Federal airway No. 8 and on the west by VOR Federal airway No. 7.

§ 601.1162 Control area extension (Danville, Va.).

The airspace bounded on the northeast by VOR Federal airway No. 136, on the southeast by VOR Federal airway No. 20, and on the northwest by VOR Federal airway No. 143.

§ 601.1163 Control area extension (Vero Beach, Fla.).

That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Vero Beach omnirange station to a circle 10 miles in radius centered on the intersection of the east course of the Melbourne, Fla., radio range and the center of Control area extension No. 1150, excluding that portion below 5,000 feet except that airspace which lies within existing control area or control area extension.

§ 601.1164 Control area extension (Quonset Point, R.I.).

All that area bounded by a line beginning at a point on the southern boundary of Red Federal airway No. 94 at latitude 41°35′00″, longitude 71°06′30″, thence westward along that airway boundary to the southeastern boundary of Red Federal airway No. 21, thence southwesterly along the southeastern boundary of that airway to latitude 41°32′00″, longitude 71°33′25″, thence perpendicularly southeastward to a point 3 miles from the southwest course of the Providence, R.I., radio range, thence southwestward paralleling the southwest course of the Providence, R.I., radio range to a point at latitude 41°17′00″, longitude 71°44′45″ on an arc of a circle with a 27-mile radius centered on the Quonset Point, R.I., NAS radio range station, thence counterclockwise along this arc to latitude 41°17′15″, longitude 71°00′40″, thence northwestward to latitude 41°29′25″, longitude 71°12′00″, thence northeastward to latitude 41°35′00″, longitude 71°06′30″, point of beginning, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Rhode Island Sound Restricted Area (R–90) during the restricted area's time of designation.

§ 601.1165 Control area extension (Oakland, Calif.).

The airspace SE of Oakland bounded on the SW by VOR Federal airway No. 137, on the SE by VOR Federal airway No. 110 and on the N by VOR Federal airway No. 28.

§ 601.1166 Control area extension (Mobile, Ala.).

Within a 25-mile radius of Brookley AFB, Mobile, Ala., excluding the portion which overlaps Caution Area C–488, and within 5 miles either side of the 292° True radial of the Mobile omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1167 Control area extension (Ontario, Oreg.).

That airspace within an 8½-mile radius of the Ontario Airport including the airspace southeast of Ontario bounded on the northeast by Green Federal airway No. 10, on the south by the Boise, Idaho, control area extension, on the southwest by a line 12 miles southwest of and parallel to Green Federal airway No. 10.

§ 601.1168 Control area extension (Ponca City, Okla.).

Within a 15-mile radius of the Ponca City Airport and within 5 miles either side of the 284° True radial of the Ponca City omnirange extending from the omnirange station to a point 25 miles west.

§ 601.1169 Control area extension (Idlewild, N.Y.).

That airspace within 5 miles either side of a direct line extending from the intersection of the southeast course of the Hempstead, N.Y., RR and the Riverhead, N.Y., VOR 223° radial to the Nantucket, Mass., CONSOLAN monitor site at latitude 41°15′35″, longitude 70°09′19″, excluding the airspace below 2,000 feet MSL.

§ 601.1170 Control area extension (Owensboro, Ky.).

That airspace bounded on the north by VOR Federal airway No. 4, on the southwest by VOR Federal airway No. 7 and on the southeast by a line extending through points at latitude 38°04′20″, longitude 86°41′20″ and latitude 37°22′00″, longitude 87°09′40″.

§ 601.1171 Control area extension (El Paso, Tex.).

Within 5 miles either side of the north course of the El Paso radio range extending from the radio range station to a point 11 miles north of the Newman, Tex., omnirange station, excluding the portion which overlaps restricted areas, and all that area south of El Paso bounded on the northeast by VOR Federal airway No. 66, on the south by a line 5 miles south of and parallel to a direct line between the Clint, Tex., nondirectional radio beacon and the Hudspeth, Tex., omnirange station, and on the west by a line 5 miles west of and parallel to the centerline of the south course of the El Paso, Tex., radio range, excluding the portion which lies outside the continental limits of the United States, and including that area northeast of El Paso bounded on the south by Green Federal airway No. 5, on the west by the north course of the El Paso radio range, on the north by latitude 32°00′00″, and on the east by Red Federal airway No. 71.

§ 601.1172 Control area extension (Rantoul, Ill.).

That airspace within a 25-mile radius of the Chanute Air Force Base, Rantoul, Ill.

§ 601.1173 Control area extension (San Francisco, Calif.).

That airspace bounded by a line beginning at a point at latitude 38°08′30″, longitude 122°54′00″, thence to latitude 37°14′00″, longitude 122°24′55″, thence to latitude 36°16′00″, longitude 124°26′00″, thence to latitude 37°40′00″, longitude 125°23′30″, thence to latitude 37°50′00″, longitude, 124°24′30″, thence to latitude 38°00′00″, longitude 123°23′00″, thence to latitude 38°03′20″, longitude 123°12′00″, thence to point of beginning. The portion of this control area extension which lies within Point Reyes Warning Area (W–513) is excluded below 3000 feet mean sea level between the hours 8:00 p.m. and 8:00 a.m. P.s.t. Monday through Friday, and is excluded entirely between the hours of 8:00 a.m. and 8:00 p.m. P.s.t. Monday through Friday.

§ 601.1174 Control area extension (Ukiah, Calif.).

Within 5 miles either side of the 218° True radial of the Ukiah omnirange extending from the omnirange station to a point 17 miles southwest.

§ 601.1175 Control area extension (Charleston, S.C.).

The airspace south of Charleston bounded on the north by VOR Federal airway No. 53 and the Charleston control area extension 601.1152, on the southeast by a line 3 nautical miles southeast of and parallel to the shoreline, on the south by the Savannah control area extension 601.1008, and on the west by VOR Federal airway No. 3; the airspace northeast of Charleston bounded on the west by Amber Federal airway No. 9, on the north by the Myrtle Beach control area extension 601.1369, on the east by a line 5 miles east of and parallel to the Myrtle Beach VOR 218° radial, and on the south by the Charleston control area extension 601.1152. The portions of this control area which lie within the Beaufort Restricted Area (R–563) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 601.1176 Control area extension (Santa Barbara, Calif.).

That airspace centered on the 247° True radial of the Santa Barbara omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area. The portion of this control area lying west of longitude 120°30′00″ shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1177 Control area extension (Long Beach, Calif.).

That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Long Beach, Calif., omnirange station to a circle 5 miles in radius centered at a point at latitude 32°09′00″ N., longitude 119°50′30″ W., to a circle 14 miles in radius centered at a point at latitude 32°00′00″ N., longitude 120°00′00″, thence to a circle 19 miles in radius centered at a point at latitude 31°35′30″ N., longitude 121°21′30″ W., the eastern boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL between a point 63 miles southwest of the Long Beach omnirange station at latitude 33°06′50″ N., longitude 118°48′00″ W. and the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1179 Control area extension (Hilo, Hawaii).

All that airspace within a radius of 25 miles from the Hilo, Hawaii, radio range station extending clockwise from a point 25 miles north of the Hilo range station on Amber Federal airway No. 12 to a point 25 miles east of the Hilo range station on Red Federal airway No. 87. The airspace lying east of Hilo bounded by a line beginning at a point at latitude 19°39′30″ N., longitude 154°30′20″ W., thence extending clockwise along the arc of a circle centered at a point at latitude 19°39′30″ N., longitude 154°46′00″ W., to a point at latitude 19°25′30″ N., longitude 154°41′00″ W., thence to a point at latitude 19°34′00″ N., longitude 154°55′00″ W., thence to a point at latitude 19°39′30″ N., longitude 154°56′00″ W., thence to point of beginning.

§ 601.1180 Control area extension (San Antonio, Tex.).

The airspace within a 60-mile radius of the San Antonio, Tex., RR including the airspace east of San Antonio bounded on the north by the Austin, Tex., control area extension (601.1002), on the northeast by VOR Federal airway No. 180 and on the south by VOR Federal airway No. 198.

§ 601.1181 Control area extension (Elizabeth City, N.C.).

That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Weeksville, N.C. (Navy) radio range station to a circle 10 miles in radius centered on the intersection of the southeast course of the Weeksville, N.C. (Navy) radio range and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1182 Control area extension (Enid, Okla.).

The airspace in the vicinity of Vance AFB, Enid, Okla., bounded on the north by VOR Federal airway No. 190, on the east by Blue Federal airway No.5, on the south by VOR Federal airway No. 140 and Red Federal airway No. 59, and on the west by longitude 98°30′00″.

§ 601.1184 Control area extension (Douglas, Ariz.).

Within 5 miles either side of the 131° and 311° True radials of the Douglas omnirange extending from the United States-Mexican Border to a point 15 miles northwest of the omnirange station.

§ 601.1185 Control area extension (Provo, Utah).

Within 5 miles either side of the 125° True radial of the Provo VOR extension from the VOR to a point 25 miles southeast.

§ 601.1186 Control area extension (Tucson, Ariz.).

Within 5 miles either side of the west course of the Tucson radio range extending from the radio range station to a point 25 miles west and the airspace south of Tucson bounded on the north by Green Federal airway No. 5, on the northeast by VOR Federal airway No. 66, and on the west and south by VOR Federal airway No. 202, and the airspace in the southwest quadrant of the Tucson radio range lying within a 30-mile radius of the radio range station. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Sahuarita Restricted Area (R-310) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control during this restricted area's time of designation.

§ 601.1187 Control area extension (Jackson, Mich.).

Within 5 miles either side of a 313° True bearing extending from the Jackson, Mich., nondirectional radio beacon to a point 25 miles northwest.

§ 601.1188 Control area extension (Milwaukee, Wis.).

The airspace within a 20-mile radius of General Mitchell Field, including the airspace south of Milwaukee bounded on the northeast and east by VOR Federal airway No. 217, on the south by VOR Federal airway No. 172 and on the west by VOR Federal airway No. 9.

§ 601.1189 Control area extension (Daggett, Calif.).

From the Daggett, Calif., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1190 Control area extension (McComb, Miss.).

The airspace within 5 miles either side of a 026° True bearing extending from the McComb RBN to the western boundary of VOR Federal airway No. 9, and within 5 miles either side of the McComb VOR 74° True radial extending from the VOR to a point 15 miles east.

§ 601.1191 Control area extension (Thermal, Calif.).

Within 5 miles either side of the 80° True radial of the Thermal omnirange extending from the omnirange station to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 601.1192 Control area extension (Merced, Calif.).

The airspace in the vicinity of Castle Air Force Base, Merced, Calif., bounded on the east by VOR Federal airway No. 23, on the south by VOR Federal airway No. 230, on the west by VOR Federal airway No. 113 and on the north by the Stockton, Calif., control area (§ 601.1242).

§ 601.1193 Control area extension (Monterey, Calif.).

The area bounded by a line 5 miles southeast of and parallel to the 241° True radial of the Salinas omnirange extending from the western boundary of VOR Federal airway No. 27 to a point at latitude 36°27′30″ N., longitude 121°52′30″ W., thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR Federal airway No. 27; thence southeasterly along the western boundary of VOR Federal airway No. 27 to the point of beginning, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Ord Restricted Area (R-284) during this restricted area's time of designation.

§ 601.1194 Control area extension (Sacramento, Calif.).

The airspace northwest and northeast of Sacramento bounded on the north by VOR Federal airway No. 200, on the west by VOR Federal airway No. 27, on the southwest by VOR Federal airway No. 199, on the southeast by VOR Federal airway No. 6 and 6-N, and on the east by longitude 121°09′00″; the airspace east of Sacramento within a 50-mile radius of Mather Air Force Base in the east quadrant of the Sacramento radio range bounded on the northwest by Green Federal airway No. 3 and on the southwest by Amber Federal airway No. 1.

§ 601.1195 Control area extension (San Angelo, Tex.).

The airspace within a 35-mile radius of the San Angelo, Tex., VOR, including the airspace northwest of the VOR bounded on the north by the Big Spring control area extension 601.1137, on the northeast by VOR Federal airway No. 76, and on the southwest by VOR Federal airway No. 68.

§ 601.1196 Control area extension (Yuma, Ariz.).

From the Yuma, Ariz., radio range station extending 5 miles either side of the south course of the radio range to a point 15 miles south of the radio range station.

§ 601.1197 Control area extension (Dubois, Idaho).

From the Dubois, Idaho, radio range station extending 5 miles either side of the east course of the Dubois radio range to its intersection with the northeast course of the Idaho Falls, Idaho, radio range.

§ 601.1198 Control area extension (Idaho Falls, Idaho).

From the Idaho Falls, Idaho, radio range station extending 5 miles either side of the northwest course of the radio range to its intersection with Blue Federal airway No. 51, and extending 5 miles either side of the northeast course of the radio range to its intersection with the east course of the Dubois, Idaho, radio range.

§ 601.1199 Control area extension (St. Cloud, Minn.).

That airspace within 5 miles either side of a line bearing 57° True from the St. Cloud Airport extending from the airport to a point 20 miles northeast.

§ 601.1200 Control area extension (Columbia, S.C.).

All of the airspace south of the Columbia omnirange station bounded on the north by VOR Federal airway No. 56, on the northeast by VOR Federal airway No. 53, on the south by VOR Federal airway No. 18 and on the west by VOR Federal airway No. 185, excluding the portion which overlaps Prohibited Area (P-378); the airspace southeast of Columbia bounded on the north by VOR Federal airway No. 56, on the east by a line 5 miles west of and parallel to a direct line extending from the Charleston, S.C., VOR to the Florence, S.C., VOR, and on the southwest by VOR Federal airway No. 53, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Poinsett restricted area R-384 during this restricted area's time of designation.

§ 601.1201 Control area extension (Saginaw, Mich.).

From the Saginaw, Mich., nondirectional radio beacon extending 5 miles either side of a track 347° True to a point 25 miles northwest of the nondirectional radio beacon.

§ 601.1202 Control area extension (Tucumcari, N. Mex.).

From the Tucumcari, N. Mex., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1203 Control area extension (Montague, Calif.).

Within 5 miles either side of a line bearing 179° True extending from the Montague nondirectional radio beacon to a point 10 miles south.

§ 601.1204 Control area extension (El Morro, N. Mex.).

Within 5 miles either side of the south course of the El Morro radio range extending from the radio range station to a point 25 miles south.

§ 601.1205 Control area extension (Albuquerque, N. Mex.).

That airspace within a 40-nautical-mile radius of the Albuquerque omnirange range station lying north of VOR Federal airway No. 12; that airspace lying southwest of Albuquerque bounded on the north by VOR Federal airway No. 12, on the east by VOR Federal airway No. 19, and on the southwest by VOR Federal airway No. 192. The portion of this control area extension which lies within Albuquerque Restricted Area (R–313) (published in § 608.39 of this chapter) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1206 Control area extension (Midland, Tex.).

That airspace within a 25-mile radius of the Midland radio range station; that airspace within 5 miles either side of the Midland ILS localizer southwest course extending from the localizer to latitude 31°30'00'', and that airspace between the Midland, Tex., and El Paso, Tex., radio range stations bounded on the north by Green 5 and on the southwest, south and southeast by VOR Federal airway No. 66; that airspace within 5 miles either side of the 146° True radial of the Midland omnirange extending from the omnirange station to a point 55 miles southeast.

§ 601.1207 Control area extension (Carlsbad, N. Mex.).

Within 5 miles either side of the Carlsbad VOR 165° radial extending from the VOR to VOR Federal airway No. 16–N including the airspace southwest of the VOR bounded on the southeast by VOR Federal airway No. 16–N and on the northwest by VOR Federal airway No. 94.

§ 601.1208 Control area extension (Salt Flat, Tex.).

The airspace within 5 miles either side of the north course of the Salt Flat RR extending from the RR to a point 15 miles north including the airspace northeast of the RR bounded on the north by a line extending through points at latitude 32°02'15'', longitude 104°46'00'' and latitude 32°01'00'', longitude 105°03'00'' and bounded on the southeast by VOR Federal airway No. 94, and also including the airspace within 5 miles either side of a direct line from the Salt Flat RR to the Carlsbad, N. Mex., VOR and within 5 miles either side of a 306° bearing extending from the Salt Flat RR to its intersection with the Newman, Tex., VOR 091° radial.

§ 601.1209 Control area extension (Columbus, N. Mex.).

Within 5 miles either side of the Columbus RR north course extending from the RR to VOR Federal airway No. 94 including the airspace northeast of the RR bounded on the southeast by VOR Federal airway No. 16–N and on the northeast by VOR Federal airway No. 94.

§ 601.1210 Control area extension (Olathe, Kans.).

That airspace not presently controlled bounded on the north by the St. Joseph, Mo., VOR 258° radial, on the west by the Emporia, Kans., VOR 346° radial and the eastern edge of the Wichita, Kans., control area extension, on the south by the northern edge of Red Federal airway No. 105 to the eastern edge of Amber Federal airway No. 4, thence north along the eastern edge of Amber 4 to latitude 38°12'00'', thence east along latitude 38°12'00'', to the western edge of VOR Federal airway No. 205, thence north along the western edge of VOR Federal airway No. 205 to the Kansas City, Mo., omnirange station, thence north along the western edge of VOR Federal airway No. 15 to the St. Joseph, Mo., omnirange station.

§ 601.1212 Control area extension (White Sulphur Springs, W. Va.).

That airspace within 5 miles either side of lines bearing 227° True and 47° True from the Greenbrier Airport extending from VOR Federal airway No. 260 on the southwest to a point 10 miles northeast of the airport.

§ 601.1213 Control area extension (Chatsworth, Calif.).

All that area bounded on the northwest by Green Federal airway No. 4, on the east by Amber Federal airway No. 1, and on the south by Red Federal airway No. 90.

§ 601.1214 Control area extension (Brownsville, Tex.).

All that area either side of a rhumb line between the Brownsville, Tex., radio range station and the Tampa, Fla., radio range station extending 5 miles on either side of such line from the Brownsville, Tex., radio range station to the coastline, excluding the portion lying within the Territory of Mexico, thence diverging at an angle of 15° on the north side and bounded on the south side by the northern boundary of the Mexico Oceanic Control Area to the western boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1215 Control area extension (Galveston, Tex.).

All that area extending from the Houston, Tex., control area to the New Orleans Oceanic Control Area, bounded on the west by a line from latitude 29°04'40'', longitude 95°00'00'', to latitude 28°02'20'', longitude 94°20'00'', and bounded on the east by a line from latitude 29°16'00'', longitude 94°43'15'' to latitude 28°15'00'', longitude 92°42'00'' excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1216 Control area extension (New Orleans, La.).

All of the airspace from the United States shoreline bounded on the north by a direct line from the Navy New Orleans nondirectional radio beacon to a point at latitude 29°25'00'', longitude 87°00'00'', on the southeast by a line extending from latitude 29°25'00'', longitude 87°00'00'' to a point at latitude 28°50'00'', longitude 88°00'00'' thence south along longitude 88°00'00'' to the northern boundary of the New Orleans Oceanic Control Area, on the south by the New Orleans Oceanic Control Area, on the west by longitude 90°15'00'', and on the northwest by the New Orleans control area extension (601.1025), excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1217 Control area extension (Kodiak, Alaska).

That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Kodiak, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 107° True from the Kodiak radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1218 Control area extension (Homer, Alaska).

The airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Homer, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 118° True from the Homer radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1219 Control area extension (Pensacola, Fla.).

The airspace within a 25-mile radius of NAAS Saufley Field, Pensacola, Fla., excluding the portions which lie within the geographic limits of the Pensacola Restricted Area (R–154) and the Pensacola Warning Area (W–155); the airspace southwest of Pensacola lying within an arc of 38 statute miles centered on NAAS Saufley, bounded on the west by a line extending through points at latitude 30°06'00'', longitude 87°49'00'', and latitude 30°15'00'', longitude 87°41'00'', bounded on the east by a line extending through points at latitude 29°55'00'', longitude 87°20'00'', and latitude 30°19'00'', longitude 87°13'00'' and on the northeast by the 25-mile radius control area extension.

§ 601.1220 Control area extension (Burlington, Vt.).

The airspace centered on the Burlington, Vt., VOR 025° radial extending from the airport 5-mile radius control zone boundary to a point 27 miles northeast thereof and having a width of 1 mile southeast of and 4 miles northwest of the VOR 025° radial at the control zone boundary and tapering to a width of 4.6 miles (2.3 miles either side of the centerline) at the point 27 miles northeast of the control zone boundary. The portions of this control area extension which lie within the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R–540) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1222 Control area extension (Pine Bluff, Ark.).

Within 5 miles either side of the 20° True and 200° True radials of the Pine Bluff, Ark., omnirange extending from Green Federal airway No. 5 on the northeast to a point 25 miles southwest of the omnirange station and within 5 miles either side of the 7° True and 187° True radials of the Pine Bluff omnirange extending from the omnirange station to points 20 miles north and south.

§ 601.1223 Control area extension (Miramar, Calif.).

That airspace bounded on the north by Red Federal airway No. 65, on the east by Blue Federal airway No. 14, on the south by Red Federal airway No. 9 and on the west by Amber Federal airway No. 1. The airspace east of Miramar bounded on the south by Red Federal airway No. 9, on the west by Blue Federal airway No. 14, on the northwest by Red Federal airway No. 65 and on the east by longitude 116°05′00″.

§ 601.1224 Control area extension (Philipsburg, Pa.).

All that area within a 15-mile radius of the Philipsburg, Pa., omnirange station.

§ 601.1225 Control area extension (Erie, Pa.).

All that area within a 15-mile radius of the Erie, Pa., omnirange station.

§ 601.1226 Control area extension (Grand Isle, La.) (Nan-Love route).

The airspace within tangent lines drawn from the circumference of a circle 5 statute miles in radius centered on the Grand Isle, La., nondirectional radio beacon extending to the circumference of a circle 15 statute miles in radius centered at a point midway on a rhumb line between the Grand Isle, La., and the Egmont Key, Fla., nondirectional radio beacons thence to the circumference of a circle 5 statute miles in radius centered on the Egmont Key, Fla., nondirectional radio beacon, excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States. This control area extension shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1227 Control area extension (Lovelock, Nev.).

From the Lovelock, Nev., omnirange station extending 5 miles either side of the 18° True radial of the omnirange to a point 15 miles north, and extending 5 miles either side of the 198° True radial of the omnirange to Green Federal airway No. 3.

§ 601.1228 Control area extension (Tampa, Fla.).

All that area 5 miles either side of a straight line from the Tampa, Fla., radio range station to the Key West, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States, and excluding the portion which overlaps Airspace Warning Areas (W–173) and (W–174). The portion of this control area above 20,000 feet mean sea level lying between north latitude 24°50′00″ and the southern boundary of the Miami Control area extension No. 1230 is excluded.

§ 601.1229 Control area extension (Atterbury, Ind.).

That airspace bounded on the south by latitude 39°10′00″, on the west by longitude 86°00′00″ and on the east and northeast by VOR Federal airway No. 51, excluding the portion which overlaps Atterbury restricted area (R–65).

§ 601.1230 Control area extension (Miami, Fla.).

The airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Miami ILS outer marker compass locator to the circumference of a circle 5 miles in radius centered on the Tamiami, Fla., RBN thence to the circumference of a circle 10 miles in radius centered on the intersection of a line bearing 276° True from the Tamiami, Fla., RBN and the eastern boundary of the New Orleans Oceanic control area including the airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Miami, Fla., RBN to the circumference of the 10-mile radius circle centered at the intersection of the eastern boundary of the New Orleans Oceanic control area and the 276° True bearing from the Tamiami RBN, and bounded on the east by the eastern limits of Blue Federal airway No. 48. The portion of this control area extension below 2,000 feet MSL which lies outside the continental limits of the United States and the portion which lies within the geographic limits of the Sarasota Warning Area (W–168) is excluded.

§ 601.1231 Control area extension (Newport, Vt.).

That airspace over United States territory within 5 miles either side of a 32° True bearing extending from the Newport, Vt., nondirectional radio beacon to a point 10 miles northeast.

§ 601.1232 Control area extension (Miami, Fla.).

That airspace bounded by a line beginning on the eastern edge of Amber Federal airway No. 7 at latitude 25°53′00″, extending easterly to the western boundary of the Miami Oceanic/Nassau Control Area at latitude 25°55′00″, longitude 79°00′00″, thence due south along that boundary to latitude 24°40′00″, longitude 79°00′00″, thence southeasterly to latitude 24°00′00″, longitude 78°03′00″, thence due west to latitude 24°00′00″, longitude 80°25′00″, thence due north to the southern edge of Miami control area extension (§ 601.1230) and the southern edge of Amber Federal airway No. 7, thence along Amber Federal airway No. 7, to latitude 25°53′00″ point of beginning, excluding the portion below 1,000 feet MSL which lies outside of the continental limits of the United States.

§ 601.1233 Control area extension (Key West, Fla.).

From the Key West, Fla., radio range station to the northern boundary of the Havana, Cuba, Control Area (24th parallel), extending 5 miles either side of a rhumb line between the Key West radio range station and the Santa Fe, Havana, Cuba, nondirectional radio beacon, excluding the portion below 2,000 feet m.s.l. which lies outside the continental limits of the United States.

§ 601.1234 Control area extension (Marathon, Fla.).

Within 5 miles either side of a line bearing 219° True extending from the Marathon, Fla., nondirectional radio beacon to the northern boundary of the Havana, Cuba, Control Area excluding the portion below 2,000 feet between Amber Federal airway No. 7 and the Havana Control Area boundary, and within 5 miles either side of a direct line extending from the Marathon, Fla., nondirectional radio beacon to the Tamiami, Fla., nondirectional radio beacon.

§ 601.1235 Control area extension (West Palm Beach, Fla.).

From the West Palm Beach, Fla., radio range station extending 5 miles either side of the east course of the West Palm Beach, Fla., radio range to its intersection with the western boundary of the Miami Oceanic/Nassau Control Area, excluding the portion below 1,000 feet outside the continental limits of the United States and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1236 Control area extension (Seattle, Wash.).

The airspace northeast of Seattle bounded on the south by VOR Federal airway No. 2–N, on the east by longitude 121°35′00″, on the north by latitude 48°55′00″, and on the west by VOR Federal airway No. 23.

§ 601.1237 Control area extension (Waco, Tex.).

The airspace west of Waco bounded on the west by VOR Federal airway No. 163, on the northeast by VOR Federal airway No. 17–W, on the east by VOR Federal airway No. 17, and on the south by VOR Federal airway No. 76, excluding the portion lying within Fort Hood Restricted Area (R–219).

§ 601.1238 Control area extension (Amarillo, Tex.).

All that airspace within a 50-mile radius of the Amarillo radio range station.

§ 601.1239 Control area extension (Lubbock, Tex.).

All that airspace within a 25-mile radius of the Lubbock radio range station in the southwest, northwest, and northeast quadrants of the radio range and with a 40-mile radius of the radio range station in the southeast quadrant of the radio range.

§ 601.1240 Control area extension (Tyler, Tex.).

All that airspace within a 25-mile radius of the Tyler, Tex., RBN bounded on the N by VOR Federal airway No. 16, on the E by VOR Federal airway No. 289, on the S by VOR Federal airway No. 94 including the airspace within 5 miles either side of the 248° radial of the Gregg County VOR, extending SW from the VOR to the Tyler 25-mile radius control area extension and on the W by Dallas, Tex., control area extension (§ 601.1323).

§ 601.1241 Control area extension (Tulsa, Okla.).

That airspace within a 25-mile radius of the Tulsa, Okla., radio range station; that airspace southwest of Tulsa bounded on the northwest by VOR Federal airway No. 14, on the southeast by VOR Federal airway No. 15 and on the southwest by VOR Federal airway No. 163; that airspace south of Tulsa bounded on the west and northwest by VOR Federal airway No. 15E; on the east and southeast by lines 5 miles east of and parallel to the 008° True radial of the McAlester, Okla., omnirange extending from southern boundary of VOR Federal airway No. 74 to the McAlester omnirange station, on the east and southeast by a line 5 miles east of and parallel to a direct line extending between the McAlester omnirange station and the Dallas, Tex., omnirange station, and on the south by the Sherman, Tex., Perrin AFB control area extension No. 1330.

§ 601.1242 Control area extension (Stockton, Calif.).

The airspace within a 15-mile radius of the Modesto, Calif., omnirange station including the airspace west of Modesto bounded on the south by VOR Federal airway No. 28 and on the northwest and northeast by VOR Federal airway No. 244 and including the airspace northwest and northeast of Stockton bounded on the northwest by VOR Federal airway No. 6-S, on the northeast by VOR Federal airway No. 23 and on the south by VOR Federal airway No. 244.

§ 601.1243 Control area extension (La Crosse, Wis.).

Within a 25-mile radius of the La Crosse Airport from Green Federal airway No. 2 on the southeast course of the La Crosse radio range extending clockwise to VOR Federal airway No. 82, and all that area within a 15-mile radius of the La Crosse terminal omnirange station.

§ 601.1244 Control area extension (Terre Haute, Ind.).

Within 5 miles either side of the 2° True radial of the Terre Haute omnirange station extending from the omnirange station to a point 25 miles north, including all that area within a 15-mile radius of the Terre Haute omnirange station.

§ 601.1245 Control area extension (Port Allen, Hawaii).

The airspace lying northeast of Port Allen bounded on the south by Red Federal airway No. 87, on the west by longitude 159°30′00″ W., and on the northeast by the arc of a circle 25 statute miles in radius centered at latitude 21°58′07″ N., longitude 159°20′27″ W.

§ 601.1246 Control area extension (Evansville, Ind.).

The airspace within a 15-mile radius of the Evansville omnirange station and within 5 miles either side of lines bearing 38° and 218° True from the ILS outer marker extending from the 15-mile radius control area to a point 25 miles north of the outer marker, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, Camp Breckinride Restricted Area (R-51) during the restricted area's designated time of use.

§ 601.1247 Control area extension (Las Vegas, Nev.).

The airspace south of Las Vegas bounded on the northeast by VOR Federal airway No. 135, on the southeast by VOR Federal airway No. 245, on the south by VOR Federal airway No. 210 and on the northwest by VOR Federal airway No. 21; the airspace east of Las Vegas lying within 5 miles either side of a line extending from the intersection of the Morman Mesa, Nev., VOR 185° True radial and the Las Vegas VOR 86° True radial to the intersection of the southeast course of the Las Vegas, Nev., RR and the north course of the Needles, Calif., RR.

§ 601.1248 Control area extension (Richmond, Va.).

That airspace within a 25-mile radius of the Richmond, Va., radio range station, bounded on the southeast by the Norfolk control area extension.

§ 601.1249 Control area extension (Aberdeen, S. Dak.).

All that area within a 15-mile radius of the Aberdeen omnirange station.

§ 601.1250 Control area extension (Jamestown, N. Dak.).

All that area within a 15-mile radius of the Jamestown omnirange station including the area within 5 miles either side of the 191° True radial of the omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1251 Control area extension (Mansfield, Ohio).

All that area within a 15-mile radius of the Mansfield omnirange station including the area within 5 miles either side of the 130° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast including all that area west of the Mansfield omnirange station bounded on the southeast by VOR Federal airway No. 246, on the southwest by VOR Federal airway No. 279 and on the north by VOR Federal airway No. 8.

§ 601.1252 Control area extension (Janesville, Wis.).

All that area within a 15-mile radius of the Janesville omnirange station.

§ 601.1253 Control area extension (Bradford, Ill.).

All that area within a 15-mile radius of the Bradford omnirange station.

§ 601.1254 Control area extension (Pontiac, Ill.).

All that area within a 15-mile radius of the Pontiac omnirange station.

§ 601.1255 Control area extension (Findlay, Ohio).

All that area within a 15-mile radius of the Findlay omnirange station.

§ 601.1256 Control area extension (Pittsburgh, Pa.).

Within a 75-mile radius of the Pittsburgh VOR excluding the portion which overlaps the Youngstown, Ohio, Control Area extension (601.1140).

§ 601.1257 Control area extension (Goshen, Ind.).

That airspace within a 15-mile radius of the Goshen omnirange station, and the airspace northeast of the omnirange station bounded on the west by Blue Federal airway No. 3, on the north by Red Federal airway No. 12, on the northeast by VOR Federal airway No. 30, and on the south by Green Federal airway No. 3.

§ 601.1258 Control area extension (Lafayette, Ind.).

The airspace within a 25-mile radius of Purdue University Airport, Lafayette, Ind., including the airspace bounded on the south by a line 5 miles south of and parallel to a direct line from the Westpoint, Ind., omnirange station to the Kokomo, Ind., omnirange station, on the north by a line 5 miles north of and parallel to the 59° True radial of the Lafayette omnirange and on the northeast by the Peru, Ind., Control Area extension (§ 601.1405).

§ 601.1259 Control area extension (Huron, S. Dak.).

All that area within a 15-mile radius of the Huron omnirange station.

§ 601.1260 Control area extension (Altus, Okla.).

All of the airspace bounded on the north by VOR Federal airway No. 140 between the Amarillo, Tex., and the Sayre, Okla., omnirange stations and by VOR Federal airway No. 272 between Sayre and Oklahoma City, Okla., omnirange stations, thence on the east by VOR Federal airway No. 77 to Wichita Falls, Tex., omnirange station, thence on the south and southwest by VOR Federal airway No. 114 to Amarillo, Tex., omnirange station, excluding the portion which overlaps the Fort Sill Restricted Area (R-208); the airspace north of Altus Air Force Base bounded on the west by longitude 99°38′00″, on the northeast by VOR Federal airway No. 17 and on the south by VOR Federal airway No. 272. All of the airspace southwest of Altus AFB bounded on the northeast by VOR Federal airway No. 114, on the south by VOR Federal airway No. 102, and on the northwest by VOR Federal airway No. 14.

§ 601.1261 Control area extension (Lansing, Mich.).

All that area within a 15-mile radius of the Lansing omnirange station including the area within 5 miles either side of the 232° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest, and within 5 miles either side of the northwest course of the Lansing radio range extending from the radio range station to Blue Federal airway No. 42. The airspace south of Lansing bounded on the south by VOR Federal airway No. 100, on the northwest by VOR Federal airway No. 218, and on the northeast by VOR Federal airway No. 45.

§ 601.1262 Control area extension (Mason City, Iowa).

All that area within a 15-mile radius of the Mason City omnirange station.

§ 601.1263 Control area extension (Rochester, Minn.).

That airspace within a 15-mile radius of the Rochester, Minn., omnirange station.

§ 601.1264 Control area extension (Dyersburg, Tenn.).

Within 5 miles either side of a line bearing 95° True and 275° True extending from the Dyersburg non-directional radio beacon to points 20 miles east and west and within 5 miles either side of the 78° True and 258° True radials of the Dyersburg omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1265 Control area extension (Edenton, N.C.).

That airspace bounded on the west by VOR Federal airway No. 229, on the north by the Norfolk, Va., control area extension (§ 601.1149), on the northeast by Red Federal airway No. 34 and the Elizabeth City, N.C., control area extension (§ 601.1181), on the southeast by the northwest shore of Pamlico Sound, and on the south by the Cherry Point restricted area (R–123), excluding the portions which lie within the geographic limits of, and between the designated altitudes of, Albemarle Sound Restricted Areas R–3, R–6, R–7, R–8 and R–9 during the times of designation of these restricted areas.

§ 601.1266 Control area extension (Litchfield, Mich.).

That airspace within a 15-mile radius of the Litchfield, Mich., omnirange station and the airspace southeast of the omnirange station bounded on the north by VOR Federal airway No. 10, on the northeast by VOR Federal airway No. 47, on the southeast by VOR Federal airway No. 98 and on the southwest by VOR Federal airway No. 30.

§ 601.1267 Control area extension (Springfield, Ill.).

The airspace within a 15-mile radius of Springfield omnirange station extending clockwise from the centerline of VOR Federal airway No. 233 north of Springfield to the centerline of VOR Federal airway No. 50 west of Springfield, and within a 25-mile radius of the omnirange station extending clockwise from the centerline of VOR Federal airway No. 50 west of Springfield to the centerline of VOR Federal airway No. 233 north of Springfield, Ill.

§ 601.1268 Control area extension (Sioux Falls, S. Dak.).

That airspace southeast of Sioux Falls within a 15-mile radius of the Sioux Falls omnirange station extending clockwise from the southern boundary of VOR Federal airway No. 80 to the eastern boundary of VOR Federal airway No. 15; that airspace within a 23 mile radius of the Sioux Falls omnirange station extending from the western boundary of VOR Federal airway No. 15 south of Sioux Falls thence clockwise to the northern boundary of VOR Federal airway No. 80.

§ 601.1269 Control area extension (Watertown, S. Dak.).

That airspace within a 15-mile radius of the Watertown omnirange station and within 5 miles either side of the 6° True radial of the omnirange extending from the omnirange station to a point 25 miles north of the omnirange station.

§ 601.1270 Control area extension (Harrisburg, Pa.).

All that area within a 15-mile radius of the Harrisburg omnirange station.

§ 601.1271 Control area extension (Front Royal, Va.).

All that area within a 15-mile radius of the Front Royal omnirange station.

§ 601.1272 Control area extension (Baltimore, Md.).

The airspace within a 15-mile radius of the Baltimore VOR excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Aberdeen Restricted Area (R–54) and the Edgewood Arsenal Restricted Area (R–82) during their times of designation. The portions of this control area extension which lie within the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R–542) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1273 Control area extension (Syracuse, N.Y.).

All that area within a 15-mile radius of the Syracuse omnirange station.

§ 601.1274 Control area extension (Niagara Falls, N.Y.).

All that area within 5 miles either side of a direct line extending from the Niagara Falls ILS outer marker to the Dunkirk, N.Y., nondirectional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.1275 Control area extension (Fairbanks, Alaska).

The airspace within a 25-mile radius of Ladd Air Force Base, within 5 miles either side of the east course of the Fairbanks radio range extending to a point 25 miles east of the Chena, Alaska, nondirectional beacon, and the airspace within 15 miles on the southwest side of the centerline of Amber Federal airway No. 2 extending from the Big Delta, Alaska, radio range station to the Fairbanks 25-mile radius control area extension, excluding the portion which lies within and overlaps Big Delta Restricted Area R–346.

§ 601.1276 Control area extension (Cheyenne, Wyo.).

All that area within a 25-mile radius of the Cheyenne, Wyo., radio range station in the southeast quadrant of the radio range and all that area within 5 miles either side of the 32° True radial of the Cheyenne, Wyo., omnirange station from the omnirange station extending to a point 25 miles northeast.

§ 601.1277 Control area extension (Denver, Colo.).

That airspace southwest of Denver lying within a 34-mile radius of the Denver omnirange station bounded on the north by VOR Federal airway 8 and on the east by Amber Federal airway No. 3 including the airspace within 5 miles either side of a line bearing 174° True extending from the Aurora nondirectional radio beacon to a point 25 miles south; that airspace northeast of Denver bounded on the northeast by VOR Federal airway No. 132, on the southeast by VOR Federal airway No. 160 and on the west by VOR Federal airway No. 89, on the southeast by VOR Federal airway No. 160 and on the west by VOR Federal airway No. 89; that airspace southeast of Denver bounded on the northeast by VOR Federal airway No. 4, on the east by VOR Federal airway No. 19, on the southwest by the Colorado Springs, Colo., control area extension and on the west by Amber Federal airway No. 3. The portion of this control area below 22,000 feet MSL which lies within restricted area (R–195) (published in § 608.15 of this chapter) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1278 Control area extension (Des Moines, Iowa).

All that area within a 25-mile radius of the Des Moines, Iowa, radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1279 Control area extension (Rapid City, S. Dak.).

The airspace within a 55 nautical mile radius of the centerpoint of Ellsworth Air Force Base, Rapid City, S. Dak., excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Scenic Restricted Area (R–190) during the restricted area's time of designation.

§ 601.1280 Control area extension (Sheridan, Wyo.).

All that area within a 25-mile radius of the Sheridan, Wyo., radio range station in the north and east quadrants of the radio range.

§ 601.1281 Control area extension (Pueblo, Colo.).

All that area within a 25-mile radius of the Pueblo, Colo., radio range station in the northeast and southeast quadrants of the radio range.

§ 601.1282 Control area extension (Wichita, Kans.).

All of the airspace bounded on the north by a line 10 miles north of and parallel to the 259° True and 79° True radials of the Emporia, Kans., omnirange, on the east by a line 10 miles east of and parallel to the 209° True and 29° True radials of the Emporia, Kans., omnirange to and along the southern boundary of Red Federal airway No. 105 to a point at latitude 37°45′00″, longitude 96°04′15″, thence direct to latitude 37°22′00″, longitude 96°11′00″, thence direct to latitude 37°08′30″, longitude 96°11′00″; on the south by a line 10 miles south of and parallel to the 85° True and 265° True radials of the Anthony, Kans., omnirange; on the west by a line 10 miles west of and parallel to the 195° and 15° True radials of the Hutchinson, Kans., omnirange; that airspace within 5 miles either side of a direct line extending from the Wichita, Kans., omnirange station to the Tulsa, Okla., omnirange station.

§ 601.1283 Control area extension (Toledo, Wash.).

Within 5 miles either side of the east course of the Toledo radio range extending from the radio range station to a point 20 miles east and within 5 miles either side of the west course of the radio range extending from the radio range station to a point 25 miles west, excluding the portion which overlaps restricted areas.

§ 601.1284 Control area extension (Oklahoma City, Okla.).

That airspace within a 25-mile radius of the Oklahoma City radio range station; that airspace east of Oklahoma City bounded on the northwest by VOR Federal airway No. 14 and on the south and southeast by VOR Federal airway No. 14S; that airspace northeast of Oklahoma City bounded on the west by VOR Federal airway No. 77, on the southeast by VOR Federal airway No. 14N and on the northeast by VOR Federal airway No. 74S.

§ 601.1285 Control area extension (Shreveport, La.).

The airspace within a 40-nautical-mile radius of the Barksdale Air Force Base, Shreveport, La., including the airspace northeast of Shreveport bounded on the west by VOR Federal airway No. 13, on the north by VOR Federal airway No. 16S, on the northeast by a line extending through points at latitude 33°01′00″, longitude 93°05′00″ and latitude 33°30′00″, longitude 93°33′00″, and on the south and east by VOR Federal airway No. 69; the airspace northwest of Shreveport bounded on the east by VOR Federal airway No. 13, on the northwest by VOR Federal airway No. 16 and on the south by Red Federal airway No. 10.

§ 601.1286 Control area extension (Fort Worth, Tex.) (Waco-Fort Worth-Dallas-Oklahoma City-Abilene area).

All of that airspace lying between Waco, Fort Worth, Dallas, Oklahoma City and Abilene, bounded on the E by Tulsa, Okla., control area extension (§ 601.1241) and by VOR Federal airway No. 15 to the Waco, Tex., VOR, on the S and SW by VOR Federal airway No. 17-W to the intersection of VOR Federal airway No. 94 and by VOR Federal airway No. 94 to the Abilene, Tex., control area extension (§ 601.1360), on the NW by VOR Federal airway No. 77, and on the north by Oklahoma City, Okla., control area extension (§ 601.1284).

§ 601.1287 Control area extension (Houghton, Mich.).

From the Houghton, Mich., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1288 Control area extension (Sault Ste. Marie, Mich.).

The airspace over United States territory within a 34-mile radius of Kincheloe AFB, Sault Ste. Marie, Mich. The portion of this control area extension which lies within the Sault Ste. Marie, Mich., Kincheloe AFB Restricted Area/Military Climb Corridor (R-562) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1289 Control area extension (Valparaiso, Fla.).

That airspace bounded by a line beginning at a point at latitude 30°43′00″, longitude 86°38′02″; extending to latitude 30°29′01″, longitude 86°38′02″; thence to latitude 30°29′01″, longitude 86°42′55″; thence to latitude 30°26′40″, longitude 86°45′38″; thence to latitude 30°20′30″, longitude 86°45′38″; thence to latitude 30°20′59″, longitude 86°38′49″; thence to latitude 30°09′41″, longitude 86°41′37″; thence to latitude 30°06′56″, longitude 86°26′57″; thence to latitude 30°25′00″, longitude 86°22′26″; thence to latitude 30°25′00″, longitude 86°25′00″; thence to latitude 30°33′00″, longitude 86°25′00″; thence to latitude 30°33′00″, longitude 86°25′30″; thence to latitude 30°37′00″, longitude 86°25′30″; thence to latitude 30°37′00″, longitude 86°27′37″; thence to latitude 30°43′10″, longitude 86°27′37″, thence to point of beginning.

§ 601.1290 Control area extension (Joplin, Mo.).

That airspace within a 25-mile radius of the Joplin Airport.

§ 601.1291 Control area extension (Garden City, Kans.).

The airspace lying within a 25-mile radius of the New Garden City Municipal Airport, Garden City, Kans.

§ 601.1292 Control area extension (Manakin, Va.).

All that area within 5 miles either side of the northwest course of the Richmond, Va., radio range extending from the intersection of the northwest course of the Richmond, Va., radio range and the southwest course of the Washington, D.C., radio range to a point 15 miles northwest.

§ 601.1293 Control area extension (Fort Smith, Ark.).

The airspace within a 25-mile radius of the Fort Smith VOR extending clockwise from the western boundary of Blue Federal airway No. 13 south of Fort Smith to the northern boundary of VOR Federal airway No. 74 east of Fort Smith.

§ 601.1294 Control area extension (Rochester, N.Y.).

The airspace within a 20-mile radius of the Monroe County Airport, Rochester, N.Y., excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Oswego Restricted Area (R-70) during the restricted area's time of designation.

§ 601.1295 Control area extension (Falmouth, Mass.).

The airspace within a 10-mile radius of Otis AFB, Falmouth, Mass., within 5 miles either side of a direct line extending from the AFB to the Martha's Vineyard, Mass., Airport, within 5 miles either side of a 180° bearing extending from the Martha's Vineyard Airport to VOR Federal airway No. 30, and within 5 miles either side of a 40° bearing extending from the Otis AFB to the western boundaries of Restricted Area (R-22) and Warning Area (W-21) excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Camp Edwards Restricted Area (R-14). The portion of this control area extension which lies within the Falmouth, Mass., Otis AFB Restricted Area/Military Climb Corridor (R-571) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1296 Control area extension (Nantucket, Mass.).

That airspace within 5 miles either side of a direct line extending from the Nantucket Consolan station (monitor site at latitude 41°15′35″, longitude 70°09′19″) to the Martha's Vineyard, Mass., nondirectional radio beacon.

§ 601.1297 Control area extension (Paducah, Ky.).

All that area within 5 miles either side of a line bearing 220° True extending from the Paducah, Ky., nondirectional radio beacon to a point 20 miles southwest.

§ 601.1298 Control area extension (Promontory Point, Utah).

That airspace bounded on the north by VOR Federal airway No. 6, on the east by VOR Federal airway No. 21, on the south by VOR Federal airway No. 32 and on the west by a line extending from latitude 40°51′30″, longitude 112°56′30″, to latitude 41°00′00″, longitude 112°56′30″ to latitude 41°00′00″, longitude 112°45′00″ to latitude 41°12′25″, longitude 112°45′00″.

§ 601.1299 Control area extension (Valdosta, Ga.).

All that area bounded on the north by latitude 32°00′00″, on the east by VOR Federal airway No. 5, on the south by Red Federal airway No. 30, and on the west by Red Federal airway No. 16.

§ 601.1300 Control area extension (Prescott, Ariz.).

Within 5 miles either side of the northwest course of the Prescott, Ariz., radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1301 Control area extension (Winslow, Ariz.).

Within 5 miles either side of the north and south courses of the Winslow radio range extending from the radio range station to points 25 miles north and south, and within 5 miles either side of the 314° and 134° True radials of the Winslow omnirange extending from the omnirange station to points 25 miles northwest and southeast.

§ 601.1302 Control area extension (Lawton, Okla.).

All that area bounded on the west by longitude 98°30′00″, on the north by the Fort Sill, Okla., restricted area, on the southeast by VOR Federal airway No. 77, and on the south by VOR Federal airway No. 61.

§ 601.1303 Control area extension (Albany, N.Y.).

All that area within a 15-mile radius of the Albany, N.Y., omnirange station.

§ 601.1304 Control area extension (Poughkeepsie, N.Y.).

All that area within a 15-mile radius of the Poughkeepsie, N.Y., omnirange station.

§ 601.1305 Control area extension (La Junta, Colo.).

The airspace northwest of La Junta bounded on the northeast by a line 5 miles northeast of and parallel to a 302° bearing extending from a point at latitude 30°05′54″, longitude 103°29′19″, on the south by VOR Federal airway No. 10 and on the west by Amber Federal airway No. 3.

§ 601.1306 Control area extension (Mountain Home, Idaho).

Within 5 miles either side of a direct line extending from the Mountain Home RBN to the Boise, Idaho, RR, the airspace within a 35-mile radius of the Mountain Home AFB bounded on the northeast by Green Federal airway No. 10, the airspace within 5 miles either side of the Mountain Home TVOR 178° and 208° radials extending from the TVOR to points 61 miles south and southwest of the TVOR, and within 5 miles either side of the Twin Falls, Idaho, VOR 269° radials extending from the VOR to its intersection with the Mountain Home TVOR 178° radial. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Sailor Creek Restricted Area (R-254) is excluded during the restricted area's time of designation.

§ 601.1307 Control area extension (Minchumina, Alaska).

Within 5 miles either side of the southeast course of the Minchumina radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1308 Control area extension (Gustavus, Alaska).

Within 5 miles either side of the northwest course of the Gustavus, Alaska, radio range extending from the radio range station to a point 15 miles northwest.

§ 601.1309 Control area extension (Kodiak, Alaska).

Within 5 miles either side of the east course of the Kodiak, Alaska, radio range extending from the radio range station to a point 25 miles east.

§ 601.1310 Control area extension (Anchorage, Alaska).

That airspace within 5 miles either side of direct lines between the Anchorage, Alaska, radio range station, the intersection of the southeast course of the Anchorage radio range with the northwest course of the Hinchinbrook, Alaska, radio range, the Middleton Island, Alaska, radio range station, and the Sandspit, British Columbia, Canada, radio range station, extending from the Anchorage, Alaska, radio range station to the United States-Canadian Border.

§ 601.1311 Control area extension (Oscoda, Mich.).

The airspace within a 30-mile radius of Wurtsmith AFB, Oscoda, Mich., including the airspace centered on the 266° radial of the Wurtsmith TVOR extending from a point 5 miles west of the airport to a point 32 miles west of the airport and having a width of 1 mile on the north side and 2.3 miles on the south side of the 266° radial at a point 5 miles west of the AFB and expanding to a width of 4.6 miles at the point 32 miles west of the AFB. The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Upper Lake Huron Restricted Areas (R-91) and (R-491) are excluded during these restricted areas' times of designation; the portions of this control area extension which lie within the Oscoda, Mich. (Wurtsmith AFB) Restricted Area/Military Climb Corridor (R-550) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1312 Control area extension (Watertown, N.Y.).

The airspace within 5 miles either side of the Watertown VOR 155° radial extending from the VOR to the Rome, N.Y., control area extension 601.1385.

§ 601.1313 Control area extension (Sioux City, Iowa).

All that airspace within a 25-mile radius of the Sioux City omnirange station extending from the 234° True radial clockwise to the western boundary of Amber Federal airway No. 4 and within 5 miles either side of a line bearing 136° True from the Sioux City outer compass locator extending from the outer compass locator to a point 25 miles southeast; the airspace southeast of Sioux City bounded on the north by VOR Federal airway No. 100, on the east by longitude 95°30′00″, on the south by latitude 41°50′00″ and on the west by VOR Federal airway No. 15.

§ 601.1314 Control area extension (Kirksville, Mo.).

Within 5 miles either side of the 316° True radial of the Kirksville omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1315 Control area extension (Emporia, Kans.).

Within 5 miles either side of the 134° True and 314° True radials of the Emporia omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1316 Control area extension (Los Angeles, Calif.).

The airspace beginning at the Los Angeles, Calif., VOR and extending along the Los Angeles VOR 251° True radial to its intersection with the eastern boundary of the Oakland Oceanic Control Area, 10 miles in width from the VOR to a point where the 251° radial intersects the Pacific ADIZ then flaring 3° on each side of the 10-mile width to the Oceanic Control Area boundary. The portion of this control area lying within the geographic limits of, and between the established altitudes of, the Point Mugu Warning Area (W-289) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 601.1317 Control area extension (Tuscaloosa, Ala.).

Within 5 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1318 Control area extension (Muscle Shoals, Ala.).

Within 5 miles either side of the 112° True and 292° True radials of the Muscle Shoals omnirange extending from the omnirange station to points 20 miles southeast and northwest.

§ 601.1319 Control area extension (Key West, Fla.).

Within 5 miles either side of the 313° True radial of the Key West omnirange extending from the omnirange station to Warning Area W-174 and within 5 miles either side of the west course of the Key West radio range extending from the radio range station to Warning Area W-174.

§ 601.1320 Control area extension (Cross City, Fla.).

Within 5 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 20 miles southeast and within 5 miles either sid of the 242° True radial of the Cross City omnirange extending from the omnirange station to the eastern boundary of VOR Federal airway No. 97.

§ 601.1321 Control area extension (Brunswick, Ga.).

That airspace bounded on the north by latitude 31°30′00″, on the east by VOR Federal airway No. 3, and on the southwest by VOR Federal airways Nos. 5 and 51.

§ 601.1322 Control area extension (Alice, Tex.).

That airspace within 5 miles either side of a direct line extending from the Alice, Tex., omnirange station to the Cotulla, Tex., omnirange station, and the airspace within a 35-mile radius of the Alice radio range station, excluding the portion which overlaps restricted areas.

§ 601.1323 Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area).

All that airspace bounded on the E by a line 5 miles E of and parallel to the 133° radial of the Dallas, Tex., VOR, and the 353° and 140° radials of the Leona, Tex., VOR and the 353° radial of the Houston, Tex., VOR and VOR Federal airway No. 20; on the S and SW by VOR Federal airway No. 180, on the NW by VOR Federal airway No. 17 from Austin, Tex., VOR to Waco, Tex., VOR and by VOR Federal airway No. 15 to the Dallas, Tex., VOR.

§ 601.1324 Control area extension (Brunswick, Maine).

That airspace bounded on the west by Amber Federal airway No. 7, on the north by Blue Federal airway No. 84, on the east by long 69°15'00", on the south by Warning Area W-103, on the southwest by a line 5 miles northeast of and parallel to the southeast course of the Portland, Maine, radio range. The portion of this control area which overlaps Brunswick, Maine, caution area (C-516) is excluded.

§ 601.1325 Control area extension (Tampa, Fla.).

All that airspace within a radius of 50 statute miles of the Tampa, Fla., radio range station, excluding the portion which overlaps Sarasota Warning Area (W-168), and including the area bounded on the northeast by a line 5 miles northeast of and parallel to a line extending from the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range to the intersection of the southeast course of the Tampa, Fla., radio range and a line bearing 45° True from the Fort Myers, Fla., nondirectional radio beacon, on the southeast by the Fort Myers, Fla., control area extension, on the west by direct lines extending from the Fort Myers, Fla., nondirectional radio beacon to the Tampa, Fla., omnirange station thence to the point of beginning, including the airspace northwest of Tampa bounded on the northeast by VOR Federal airway No. 97, on the southwest by Tampa control area extension, 601.1226, and on the northwest by a line 5 miles west of and parallel to the 207° True radial of the Cross City, Fla., omnirange, and including the airspace west of Tampa bounded on the north by a line extending through points at latitude 28°06'35", longitude 84°00'00" and latitude 28°10'00", longitude 84°39'30" and on the southwest by Tampa control area extension 601.1226. The airspace below 2,000 feet MSL which lies outside the continental limits of the United States is excluded.

§ 601.1326 Control area extension (Fortuna, Calif.).

The airspace east of Fortuna lying within a 30-mile radius of the Arcata Airport bounded on the west by VOR Federal airway No. 27; the airspace west of Fortuna bounded on the east by VOR Federal airway No. 27, on the south by Fortuna control area extension 601.1415, on the west by longitude 124°30'00", and on the north by a line drawn through points at latitude 41°07'45", longitude 124°30'00" and latitude 41°04'30", longitude 124°20'00".

§ 601.1327 Control area extension (Crescent City, Calif.).

Within 5 miles either side of the 330° True and 235° True radials of the Crescent City omnirange extending from the omnirange station to points 25 miles northwest and 20 miles southwest of the omnirange station.

§ 601.1328 Control area extension (Oxnard, Calif.).

The airspace bounded on the northeast by VOR Federal airway No. 27, on the east by longitude 119°12'30", on the south by the northern boundary of the Point Mugu Warning Area (W-289), on the west by longitude 120°00'00", and on the northwest by the southeast boundary of the Santa Barbara control area extension No. 1176. The portion of this control area extension which lies within the geographic limits of, and between the established altitudes of, the Santa Cruz Warning Area (W-412) is excluded during the warning area's established time of use.

§ 601.1329 Control area extension (Malden, Mo.).

Within 5 miles either side of the 120° True and 300° True radials of the Malden, Mo., omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1330 Control area extension (Sherman, Tex.).

That airspace within a 70-mile radius of Perrin AFB, Sherman, Tex., bounded on the south by VOR Federal airway No. 16 and on the west and northwest by VOR Federal airway No. 15 including the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace bounded on the east by a line 5 miles east of and parallel to a straight line extending from the Sulphur Springs, Tex., omnirange station to the McAlester, Okla., omnirange station, and on the northwest by the Tulsa, Okla., control area extension.

§ 601.1331 Control area extension (Tacoma, Wash.).

The airspace within a 40-nautical mile radius of McChord AFB, excluding the portion above 14,500 feet MSL which lies within the geographic limits of the Olympic Peninsula Restricted Area (R-241) during the restricted area's time of designation; and excluding the portions which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Areas (R-503, R-504 and R-505) during these restricted areas' times of designation. The portions of this control area extension which lie within the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1332 Control area extension (Santa Maria, Calif.).

From the intersection of the Paso Robles, Calif., omnirange 169° True radial and the Santa Barbara, Calif., omnirange 304° True radial extending 5 miles either side of the Santa Barbara omnirange 304° True radial to a point 20 miles northwest and extending 5 miles either side of the Paso Robles omnirange 169° True radial to the northern boundary of control area extension No. 1176. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Naval Missile Facility, Pt. Arguello, Restricted Area (R-531) is excluded during the restricted area's designated time of use.

§ 601.1333 Control area extension (Nome, Alaska).

Within 5 miles either side of the west and southwest courses of the Nome, Alaska, radio range extending from the radio range station to points 25 miles west and southwest.

§ 601.1334 Control area extension (Del Rio, Tex.).

That airspace over United States territory within a 55-mile radius of Laughlin Air Force Base, Del Rio, Tex.

§ 601.1335 Control area extension (Lafayette, La.).

Within 5 miles either side of the 352° True radial of the Lafayette omnirange extending from the omnirange station to a point 15 miles north, and within 5 miles either side of a line bearing 7° True from the Lafayette non-directional radio beacon extending from the beacon to a point 15 miles north, and the airspace east of Lafayette bounded on the northwest by Red Federal airway No. 96, on the northeast by VOR Federal airway No. 114 and on the south by Green Federal airway No. 6.

§ 601.1336 Control area extension (Eau Claire, Wis.).

That airspace within a 15-mile radius of the Eau Claire omnirange station and within 5 miles either side of the 04° True radial of the omnirange extending from the omnirange station to a point 20 miles north.

§ 601.1337 Control area extension (Wausau, Wis.).

That airspace within a 15-mile radius of the Wausau omnirange station including the airspace southeast of the omnirange station bounded on the northeast by VOR Federal airway No. 26S, on the south by latitude 44°30'00", and on the west by a line 5 miles west of and parallel to the 166° True radial of the Wausau omnirange station.

§ 601.1338 Control area extension (Green Bay, Wis.).

That airspace within a 15-mile radius of the Green Bay omnirange station and within 5 miles either side of the 322° True radial of the Green Bay omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1339 Control area extension (Oshkosh, Wis.).

All that airspace bounded on the east by VOR Federal airway No. 7, on the south by the arc of a circle with a radius of 50 miles from the Green Bay, Wis., omnirange station, and on the west by a line 5 miles west of and parallel to the Green Bay omnirange 207° True radial.

§ 601.1340 Control area extension (Miles City, Mont.).

The airspace within a 20-mile radius of the Miles City, Mont., omnirange station.

§ 601.1341 Control area extension (Dover, Del.).

That airspace southeast of Dover bounded on the north by Red Federal airway No. 77, on the east by Blue Federal airway No. 49, on the southeast by VOR Federal airway No. 1 and on the west by VOR Federal airway No. 29 excluding the portion which overlaps restricted area (R-12) and caution area C-53; that airspace southwest of Dover within a 25-mile radius of the Kenton, Del., omnirange station bounded on the northwest by VOR Federal airway No. 16 and on the southeast by Red Federal airway No. 77.

§ 601.1342 Control area extension (Sanford, Fla.).

That airspace bounded on the north by latitude 29°00′00″, on the east by longitude 81°15′00″, on the south by latitude 28°30′00″, on the west by longitude 82°00′00″.

§ 601.1343 Control area extension (Juneau, Alaska).

That airspace within a 5-mile radius of the Juneau Airport, within 5 miles either side of direct lines extending from the Juneau Airport via the Mendenhall nondirectional radio beacon to the Sisters Island nondirectional beacon, from the Sisters Island nondirectional radio beacon to the Point Retreat nondirectional radio beacon, from the Point Retreat nondirectional radio beacon to the Juneau Airport and from the Point Retreat nondirectional radio beacon to the Haines, Alaska nondirectional radio beacon.

§ 601.1344 Control area extension (Laconia, N.H.).

Within 5 miles either side of a line bearing 244° True from the Laconia, N.H., nondirectional radio beacon extending from the nondirectional radio beacon to Blue Federal airway No. 4.

§ 601.1345 Control area extension (Rockland, Maine).

Within 5 miles either side of a 195° True bearing extending from the Rockland Airport to a point 10 miles south of the Rockland nondirectional radio beacon.

§ 601.1346 Control area extension (Bar Harbor, Maine).

Within 5 miles either side of a 21° True bearing extending from the Bar Harbor Airport to a point 10 miles northeast of the Bar Harbor nondirectional radio beacon.

§ 601.1347 Control area extension (Colorado Springs, Colo.).

That airspace lying east of Amber Federal airway No. 3 within a 25-mile radius of Peterson Municipal Airport, Colorado Springs, Colo.

§ 601.1348 Control area extension (Twin Falls, Idaho).

Within 5 miles either side of the 278° True radial of the Twin Falls omnirange extending from the omnirange station to a point 15 miles west.

§ 601.1349 Control area extension (Redmond, Oreg.).

Within 5 miles either side of the northwest course of the Redmond radio range extending from the radio range station to a point 17 miles northwest; and within 5 miles either side of the 125° True radial of the Redmond omnirange extending from the omnirange station to a point 15 miles southeast.

§ 601.1350 Control area extension (Kodiak, Alaska).

Within 5 miles either side of the south course of the Kodiak radio range extending from the radio range station to a point 20 miles south.

§ 601.1352 Control area extension (Sedalia, Mo.).

The airspace bounded on the north by VOR Federal airway No. 4 and 210, on the east by VOR Federal airway No. 63, on the west by VOR Federal airway No. 205, and on the northwest by the Kansas City control area extension (§ 601.1027).

§ 601.1353 Control area extension (Charleston, W. Va.).

That airspace within a 30-mile radius of Kanawha County Airport, Charleston, W. Va.

§ 601.1354 Control area extension (Salem, Oreg.).

Within 5 miles either side of a line bearing 150° True from the Salem-McNary Airport extending from the airport to a point 25 miles southeast.

§ 601.1355 Control area extension (Berlin, N.H.).

Within 5 miles either side of a line bearing 334° True extending from the Berlin Airport to a point 10 miles northwest.

§ 601.1356 Control area extension (Greenville, Miss.).

The airspace within a 30-mile radius of the Greenville, Miss., AFB RBN.

§ 601.1357 Control area extension (Fallon, Nev.).

Within a 10-mile radius of the Fallon, Nev., radio range station and within 5 miles either side of the north course of the Fallon radio range extending from the radio range station to a point 25 miles north, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, restricted area R-268 during the restricted area's time of designation.

§ 601.1358 Control area extension (Midway Island).

All of the airspace from 700 ft. upward within a radius of 100 nautical miles of the Midway Naval Station centered at latitude 28°12′00″ N., longitude 177°-22′00″ W.

§ 601.1359 Control area extension (Childress, Tex.).

Within 5 miles either side of the 182° True radial of the Childress omnirange extending from the omnirange station to a point 15 miles south.

§ 601.1360 Control area extension (Abilene, Tex.).

Within a 35-mile radius of the Abilene omnirange station including the airspace southwest of Abilene bounded on the northwest by VOR Federal airway No. 66, on the southwest by VOR Federal airway No. 76-N and the San Angelo control area extension (§ 601.1196), on the south by VOR Federal airway No. 76 and on the east by a line extending through points at latitude 31°59′45″, longitude 99°42′00″ and latitude 31°15′15″, longitude 99°52′45″, and including the airspace north of Abilene lying within 5 miles either side of the Abilene omnirange 011° True and the Guthrie, Okla., omnirange 136° True radials extending from the Abilene omnirange station via the intersection of the above two radials to the Guthrie, Okla., omnirange station.

§ 601.1361 Control area extension (Cotulla, Tex.).

Within 5 miles either side of lines bearing 140° True and 320° True from the Cotulla nondirectional radio beacon extending from VOR Federal airway No. 17 to a point 10 miles northwest of the nondirectional radio beacon and within 5 miles either side of the 40° True radial of the Cotulla omnirange extending from the omnirange station to the perimeter of the San Antonio control area extension.

§ 601.1362 Control area extension (Dalhart, Tex.).

Within 5 miles either side of the 04° True radial of the Dalhart omnirange extending from the omnirange station to a point 10 miles north.

§ 601.1363 Control area extension (Lufkin, Tex.).

Within 5 miles either side of the 157° True radial of the Lufkin omnirange extending from the omnirange station to a point 10 miles southeast, and within 5 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.1364 Control area extension (Texarkana, Ark.).

Within 5 miles either side of the 309° True radial of the Texarkana omnirange extending from the omnirange station to a point 15 miles northwest.

§ 601.1365 Control area extension (Walnut Ridge, Ark.).

Within 5 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.1366 Control area extension (Gage, Okla.).

Within 5 miles either side of the 299° True radial of the Gage omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1367 Control area extension (Wink, Tex.).

The airspace southeast of Wink bounded on the east by the Midland, Tex., control area extension, on the southeast by a line drawn through points at latitude 31°30′00″, longitude 102°47′00″ and latitude 31°24′00″, longitude 103°01′40″, on the west by VOR Federal airway No. 79, and on the northwest by VOR Federal airway No. 66; the airspace northwest of Wink bounded on the east by VOR Federal airway No. 79, on the south by VOR Federal airway No. 16 N, and on the northwest by the arc of a 20-mile radius circle centered on the Wink omnirange station.

§ 601.1369 Control area extension (Myrtle Beach, S.C.).

The airspace within a 25-mile radius of the Myrtle Beach AFB bounded on the southeast by Warning Area (W–177); the airspace bounded on the north by a line 5 miles north of and parallel to the 96° True radial of the Florence, S.C., omnirange, on the west by VOR Federal airway No. 437, and on the southeast by VOR Federal airway No. 1.

§ 601.1370 Control area extension (Wilmington, N.C.).

Within 5 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 5 miles either side of a line bearing 159° True extending from the Wilmington ILS middle marker to a point 15 miles southeast of the middle marker.

§ 601.1371 Control area extension (Hyannis, Mass.).

Within 2 miles either side of a line bearing 48° True extending from the Barnstable Airport, Hyannis, Mass., to a point 10 miles northeast.

§ 601.1372 Control area extension (Los Angeles, Calif.).

That airspace bounded by lines extending from a point at the intersection of Amber Federal airway No. 8 and longitude 119°03′30″, thence south to the intersection of Warning Area W–290 and longitude 119°03′30″, thence east and south along the boundary of Warning Area W–290 to latitude 33°24′35″, longitude 118°37′00″, thence southeast to latitude 33°18′00″, longitude 118°28′00″, thence east along the north boundary of Warning Area W–291 to latitude 33°10′00″, longitude 117°30′00″, thence east along latitude 33°10′00″ to the United States coastline, thence northwestward along the coastline to the southern boundary of Amber Federal airway No. 8, thence west and northwest to point of beginning.

§ 601.1373 Control area extension (Chattanooga, Tenn.).

That airspace within a 30-mile radius of the Chattanooga omnirange station.

§ 601.1374 Control area extension (Limestone, Maine).

That airspace over United States territory within a 40-mile radius of Loring Air Force Base, Limestone, Maine, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Presque Isle, Maine, Restricted Area (R–80) during its time of designation.

§ 601.1375 Control area extension (Manchester, N.H.).

That airspace within a 10-mile radius of Grenier Field, Manchester, N.H.

§ 601.1376 Control area extension (Victoria, Tex.).

The airspace within a 25-mile radius of a point at latitude 28°51′00″, longitude 96°55′00″.

§ 601.1377 Control area extension (Boston, Mass.).

That airspace northeast of Boston within a 25-mile radius of the Boston radio range station bounded on the west by Amber Federal airway No. 7, on the southeast by Boston control area extension No. 1141 and on the south by Red Federal airway No. 11; that airspace southeast of Boston within a 25-mile radius of the Boston radio range station bounded on the north by Boston control area extension No. 1142, on the southwest by VOR Federal airway No. 141 and on the northwest by Red Federal airway No. 21 and that airspace south of Boston within a 25-mile radius of the Boston radio range station bounded on the northeast by VOR Federal airway No. 141 and on the west by VOR Federal airway No. 139.

§ 601.1378 Control area extension (Wilmington, Del.).

The airspace lying south of a true east/west line through the center of the New Castle County Airport, Wilmington, Del., within a 30-mile radius of the center of the airport; the airspace west of Wilmington bounded on the south by Amber Federal airway No. 7, on the west by Red Federal airway No. 45, on the north by VOR Federal airway No. 3 and on the northeast by VOR Federal airway No. 29, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Aberdeen Restricted Area (R–54) during the restricted area's time of designation.

§ 601.1379 Control area extension (Waterloo, Iowa).

That airspace within a 15-mile radius of the Waterloo Municipal Airport.

§ 601.1380 Control area extension (Kaneohe, Hawaii).

That airspace from 700 feet upward within the following area: From latitude 21°35′00″ N., longitude 157°42′00″ W., to latitude 21°36′00″ N., longitude 157°56′00″ W., to latitude 21°38′00″ N., longitude 158°01′00″ W., to latitude 21°48′00″ N., longitude 158°09′30″ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude 21°49′30″ N., longitude 158°01′00″ W., to latitude 21°57′30″ N., longitude 158°02′00″ W., to latitude 21°54′30″ N., longitude 157°36′00″ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude 21°46′30″ N., longitude 157°37′00″ W., to latitude 21°41′00″ N., longitude 157°30′30″ W., thence to point of beginning, excluding that airspace which overlaps warning area W–318 and excluding the airspace below 3,000 feet mean sea level lying within restricted area R–323.

§ 601.1381 Control area extension (Kwajalein Island).

All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Kwajalein nondirectional radio beacon at latitude 8°45′00″ N., longitude 167°45′00″ E., extending clockwise from a true bearing of 270° from the nondirectional radio beacon to a true bearing of 180° from the nondirectional radio beacon, and within a radius of 25 nautical miles of the Kwajalein nondirectional radio beacon extending clockwise from a true bearing of 180° from the nondirectional radio beacon to a true bearing of 270° from the nondirectional radio beacon excluding the portions which overlap Airspace Warning Areas W-448, W-445 and W-450.

§ 601.1382 Control area extension (Wake Island).

All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Wake Island nondirectional radio beacon at latitude 19°18′00″ N., longitude 166°39′00″ E.

§ 601.1383 Control area extension (Guam Island).

All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Guam radio range station extending clockwise from the west course of the radio range to the southeast course of the radio range and within a radius of 25 nautical miles of the Guam radio range extending clockwise from the southeast course of the radio range to the west course of the radio range, excluding the portions which overlap restricted areas R–474 and R–478 and warning areas W–473, W–475 and W–479.

§ 601.1384 Control area extension (Hopkinsville, Ky.).

That airspace in the vicinity of Campbell AAF, Hopkinsville, Ky., bounded on the east by VOR Federal airway No. 7, on the south by a line from a point at latitude 36°29′40″, longitude 86°50′20″ to a point at latitude 36°16′40″, longitude 87°26′15″, on the west by the arc of a circle 25 miles in radius centered on the Campbell AAF nondirectional radio beacon clockwise to a point at latitude 36°59′20″, longitude 87°33′30″, thence on the north via a direct line from that point to a point at latitude 37°00′20″, longitude 87°04′30″, excluding the portions which lie within the geographic limits of, and between the designated altitudes of, the Fort Campbell Restricted Areas (R-63) and (R-63-A) during these restricted areas' times of designation.

§ 601.1385 Control area extension (Rome, N.Y.).

The airspace within a 40-mile radius of the Griffiss AFB, Rome, N.Y., bounded on the south by VOR Federal airway No. 2. The portion of this control area extension which lies within the Rome, N.Y. (Griffiss AFB) Restricted Area/Military Climb Corridor (R-544) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1386 Control area extension (Orlando, Fla.).

The airspace within 5 miles either side of the 71° True radial of the Orlando omnirange extending from the omnirange station to the Wilmington, N.C., control area extension (§ 601.1150), excluding the airspace below 14,000 feet MSL lying between the eastern edge of VOR Federal airway No. 3 and the western edge of the Wilmington Control Area (§ 601.1150).

§ 601.1387 Control area extension (Blytheville, Ark.).

That airspace northwest of the Blytheville Air Force Base bounded on the east by VOR Federal airway No. 9, on the south by VOR Federal airway No. 140, on the west by VOR Federal airway No. 69, and on the north by a line extending through a point at latitude 36°21′00″, longitude 90°04′00″ and a point at latitude 36°32′00″, longitude 90°40′00″.

§ 601.1389 Control area extension (Miami, Fla.).

Within 5 miles either side of the 031° True radial of the Miami, Fla., omnirange extending from VOR Federal airway No. 3 via the intersection of the Miami omnirange 031° True radial and the Vero Beach, Fla., omnirange 143° True radial to the intersection of the Vero Beach omnirange 143° True radial with the Wilmington, N.C., control area extension (601.1150). The airspace which lies within Patrick AFB Warning Area (W-497-B) and Miami Warning Area (W-171) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1390 Control area extension (Oahu-Molokai, Hawaii).

All of the airspace from 700 feet upwards bounded by a line extending from latitude 21°26′00″ N., longitude 157°37′45″ W., to latitude 21°55′00″ N., longitude 156°42′45″ W., to latitude 21°09′30″ N., longitude 157°27′00″ W., to latitude 21°14′00″ N., longitude 157°36′45″ W. to point of beginning including Hawaiian VOR Federal airway No. 7.

§ 601.1391 Control area extension (Gettysburg, Pa.).

That airspace within a 5-mile radius of the Gettysburg Airport and within 5 miles either side of the 180° True radial of the Gettysburg terminal omnirange extending from the terminal omnirange station to VOR Federal airway No. 223.

§ 601.1392 Control area extension (Ogden, Utah).

That airspace northeast of Ogden bounded on the north by Red Federal airway No. 108, on the south by Green Federal airway No. 3, and on the west by Amber Federal airway No. 2.

§ 601.1393 Control area extension (Roswell, N. Mex.).

The airspace within a 45-mile radius centered on the Walker Air Force Base, Roswell, N. Mex., including the airspace within 5 miles either side of the Carlsbad, N. Mex., VOR 330° radial extending from the Carlsbad VOR to its intersection with the Roswell 45-mile circular control area.

§ 601.1394 Control area extension (Westhampton Beach, N.Y.).

The airspace centered on the Suffolk County AFB TVOR 039° radial extending from the airport 5-mile radius zone boundary to a point 27 miles northeast thereof and having a width of 2 miles at the control zone boundary and expanding to a width of 4.6 miles at a point 27 miles northeast of the control zone boundary. The portions of this control area extension which lie within the Westhampton Beach, N.Y. (Suffolk County AFB) Restricted Area/Military Climb Corridor (R-545) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1395 Control area extension (Plattsburg, N.Y.).

That airspace within a 25-mile radius of the Plattsburg Air Force Base bounded on the north by VOR Federal airway No. 104 and on the east by VOR Federal airway No. 91; that airspace northeast of Plattsburg bounded on the east by the north course of the Burlington RR, on the southwest by Blue Federal airway No. 4 and on the north by a direct line extending through a point at latitude 44°58′00″, longitude 73°23′50″, and a point at latitude 45°01′00″, longitude 73°06′30″.

§ 601.1396 Control area extension (Asheville, N.C.).

The airspace east of Asheville bounded on the northwest by VOR Federal airway No. 222, on the east by VOR Federal airway No. 259, on the southeast by VOR Federal airway No. 20, and on the southwest by VOR Federal airway No. 296.

§ 601.1397 Control area extension (Cordova, Alaska).

Within 5 miles either side of the southwest course of the Cordova, Alaska, radio range extending from the intersection of the southwest course of the Cordova radio range with the east course of the Hinchinbrook, Alaska, radio range to the intersection of the southwest course of the Cordova radio range with the southwest course of the Hinchinbrook radio range; within 5 miles either side of the southeast course of the Cordova, Alaska, radio range extending from the intersection of the southeast course of the Cordova radio range and the east course of the Hinchinbrook, Alaska, radio range to a point 20 miles southeast.

§ 601.1398 Control area extension (Anchorage, Alaska).

The airspace within a 25-mile radius of the Anchorage International Airport excluding the portion in the south quadrant of the Anchorage RR between Amber Federal airway No. 1 and Red Federal airway No. 40; the airspace southwest of Anchorage bounded on the southeast by Red Federal airway No. 40, on the south by Red Federal airway No. 103 and on the west and northwest by Green Federal airway No. 8; the airspace north of Anchorage bounded on the southwest by VOR Federal airway No. 440, on the northwest by Blue Federal airway No. 32 and on the east by Green Federal airway No. 8 and Blue Federal airway No. 26. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Eagle River Restricted Area (R-348) is excluded during the restricted area's time of designation. The portion of this control area extension which lies within the Anchorage, Alaska, Elmendorf AFB Restricted Area/Military Climb Corridor (R-561) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1399 Control area extension (Clovis, N. Mex.).

The airspace within a 30-mile radius of Clovis Air Force Base. The portions of this control area which lie within the geographic limits of, and between the designated altitudes of, the Melrose restricted Areas (R-185) and (R-529) are excluded during their times of designation.

§ 601.1400 Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).

That airspace within 5 miles either side of a line bearing 263° True from the King Salmon, Alaska, radio range station extending to a point 50 miles west of the King Salmon radio range station.

§ 601.1401 Control area extension (King Salmon, Alaska) (King Salmon-Adak route).

That airspace within 5 miles either side of a line bearing 248° True from th King Salmon, Alaska, radio range station extending to a point 50 miles southwest of the King Salmon radio range station.

§ 601.1402 Control area extension (Middleton Island, Alaska).

Within 5 miles either side of the northeast course of the Middleton Island radio range extending from the radio range station to a point 25 miles northeast; within 5 miles on the northwest side and 8 miles on the southeast side of the southwest course of the radio range extending from the radio range station to a point 10 miles southwest.

§ 601.1403 Control area extension (Yakataga, Alaska).

Within 5 miles either side of the southwest course of the Yakataga, Alaska, radio range extending from the intersection of the southwest course of the Yakataga radio range and the southeast course of the Hinchinbrook, Alaska, radio range to a point 20 miles southwest; within 5 miles either side of the southeast course of the Yakataga radio range extending from the intersection of the southeast course of the Yakataga radio range and the northwest course of the Yakutat, Alaska, radio range to a point 20 miles southeast.

§ 601.1404 Control area extension (Pierre, S. Dak.).

That airspace within a 25-mile radius of the Pierre, S. Dak., Airport.

§ 601.1405 Control area extension (Peru, Ind.).

That airspace within a 25-mile radius of Bunker Hill Air Force Base, Peru, Ind.

§ 601.1406 Control area extension (Milton, Fla.).

Within a 5-mile radius of NAAS Whiting (North), Milton, Fla., and within 5 miles either side of the northwest course of the Whiting (Navy) radio range extending from the radio range station to a point 12 miles northwest.

§ 601.1407 Control area extension (Crestview, Fla.).

Within 5 miles either side of the 292° True radial of the Crestview, Fla., omnirange extending from the omnirange station to a point 12 miles northwest.

§ 601.1408 Control area extension (Miami, Fla.).

The airspace south of Miami bounded on the north by Miami control area extension (§ 601.1230) and Amber Federal airway No. 7, on the east by Miami control area extension (§ 601.1232), on the south by Blue Federal airway No. 48 and on the northwest by Blue Federal airway No. 19; the airspace southwest of Miami bounded on the north by Miami control area extension (§ 601.1230), on the east and southeast by Blue Federal airway No. 19 and on the west by the Marathon control area extension (§ 601.1234); the airspace west of Miami bounded on the north by Miami control area extension (§ 601.1230), on the southeast by the Key West control area extension (§ 601.1434), and on the southwest by a line 3 miles southwest of and parallel to the coastline.

§ 601.1409 Control area extension (Huntsville, Ala.).

The airspace within a 30-mile radius of the Huntsville, Ala., VOR. The portion of this control area extension which lies within the geographic limits of the Redstone Arsenal Restricted Area (R–112) shall be used only after obtaining prior FAA air traffic control approval.

§ 601.1410 Control area extension (Portsmouth, N.H.).

That airspace within a 10-mile radius of the Pease Air Force Base, Portsmouth, N.H.

§ 601.1411 Control area extension (Iwo Jima, Volcano Islands).

All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Iwo Jima nondirectional radio beacon located at latitude 24°47′00″ N., longitude 141°18′00″ E.

§ 601.1412 Control area extension (Marysville, Calif.).

The airspace north of Marysville bounded on the south by VOR Federal airway No. 200, on the west by VOR Federal airway No. 23, on the north by the Red Bluff, Calif., control area extension (§ 601.1048) and on the east by a line extending from a point at latitude 39°24′00″, longitude 121°33′00″ via a point at latitude 39°50′00″, longitude 121°43′00″ through a point at latitude 40°05′20″, longitude 121°53′00″.

§ 601.1413 Control area extension (Eniwetok Island).

All the airspace from 700 feet upwards within a radius of 50 nautical miles of the Eniwetok nondirectional radio beacon at latitude 11°21′00″ North, longitude 162°20′00″ East.

§ 601.1414 Control area extension (Cold Bay, Alaska).

The airspace within a 50-mile radius of the Cold Bay, Alaska, RR. This control area extension shall be in effect 12 hours each day from 1900Z to 0700Z (8:00 a.m. to 8:00 p.m. Bering Standard Time).

§ 601.1415 Control area extension (Fortuna, Calif.).

That airspace centered on the 270° True radial of the Fortuna omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1416 Control area extension (Salt Lake City, Utah).

That airspace southwest of Salt Lake City bounded on the north by Red Federal airway No. 49, on the east by Amber Federal airway No. 2 and on the southwest by VOR Federal airway No. 253.

§ 601.1417 Control area extension (El Dorado, Ark.).

Within 5 miles either side of 137° and 317° True bearings extending from the El Dorado nondirectional radio beacon to points 25 miles southeast and 15 miles northwest, and within 5 miles either side of the 37° True radial of the El Dorado omnirange extending from the omnirange station to a point 15 miles northeast.

§ 601.1418 Control area extension (Hoquiam, Wash.).

That airspace centered on the 234° True radial of the Hoquiam omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W–460 and excluding the portion above 14,500 feet which lies beneath and which conflicts with restricted area R–241.

§ 601.1419 Control area extension (Newport, Oreg.).

That airspace centered on the 237° True radial of the Newport omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W–242.

§ 601.1420 Control area extension (North Bend, Oreg.).

That airspace centered on the 239° True radial of the North Bend omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oceanic Control Area.

§ 601.1422 Control area extension (Duluth, Minn.).

The airspace within a 30 nautical mile radius of the Duluth VOR. The portion of this control area extension which lies within the Duluth, Minn., Municipal Airport Restricted Area/Military Climb Corridor (R–548) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1423 Control area extension (Oahu, Hawaii).

The airspace south of the Kaneohe control area extension (601.1380) lying within a 30-mile radius of the Honolulu, Oahu, T.H., RR (centered at latitude 21°19′33″ N., longitude 157°59′15″ W.) beginning at a point at latitude 21°15′00″ N., longitude 158°26′45″ W., thence extending clockwise along an arc to a point at latitude 21°15′00″ N., longitude 157°31′45″ W., thence westward to a point at latitude 21°15′00″ N., longitude 157°36′30″ W., thence clockwise along an arc of a 25-mile radius centered on the Honolulu RR to a point at latitude 21°15′00″ N., longitude 158°22′00″ W., thence westward to the point of beginning, excluding the portion below 4,000 feet MSL which lies within the geographic limits of Warning Area (W–322 Area D). The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, Restricted Areas R–315, R–333, R–335 and R–496 are excluded during the restricted areas' times of designation; and the portions which lie within the geographic limits of, and between the established altitudes of, Warning Areas W–318, W–319 (Area A), W–320 (Area B), W–321 (Area C) and W–334 are excluded during these warning areas' times of established use.

§ 601.1424 Control area extension (Rocky Mount, N.C.).

Within 5 miles either side of the 083° True radial of the Rocky Mount omnirange extending from the omnirange station to a point 15 miles east.

§ 601.1425 Control area extension (Alpena, Mich.).

The airspace bounded by lines beginning at a point at latitude 45°28′00″, longitude 83°30′00″, thence extending to a point at latitude 45°16′30″, longitude 83°11′25″, thence to a point at latitude 44°42′00″, longitude 83°52′30″, thence to a point at latitude 44°53′00″, longitude 84°11′30″, thence to the point of beginning shall be designated a control area extension during the period beginning at 0001 e.s.t., June 1 to 0001 e.s.t., September 1, 1958, and annually thereafter.

§ 601.1426 Control area extension (Martha's Vineyard, Mass.).

Within 2 miles on the northwest side and 3½ miles on the southeast side of a line bearing 040° True extending from the northeast end of the Martha's Vineyard Airport Runway No. 24 to a point 10 miles northeast of the nondirectional radio beacon, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Cotuit, Mass., Restricted Area (R–79) during the restricted area's time of designation.

§ 601.1427 Control area extension (Miami, Fla.).

The airspace beginning at the INT of the Biscayne, Fla., VOR 021° and the Vero Beach, Fla., VOR 143° radials and extending 5 miles either side of the Biscayne 021° radial to its INT with the Orlando, Fla., VOR 121° radial, thence extending 5 miles either side of the Orlando VOR 121° radial to its INT with the West Palm Beach, Fla., VOR 014° radial, excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States. The portions of this control area extension which lie within the Patrick AFB Warning Areas (W–497–A) and (W–497–B) shall be used only after obtaining prior approval from FAA Air Traffic Control.

§ 601.1428 Control area extension (Gainesville, Fla.).

The airspace within a 15-mile radius of the Gainesville Municipal Airport excluding the portion above 5,000 feet MSL which overlaps Jacksonville Restricted Area B (R–161–B), and excluding the portion above 15,000 feet MSL which overlaps Jacksonville Restricted Area 4 (R–161–D).

§ 601.1429 Control area extension (Camp Douglas, Wis.).

The airspace within a 30-mile radius of Volk Field, Camp Douglas, Wis., north of latitude 43°39′00″, excluding the portion below 26,000 ft., within restricted area R–200 and excluding the portion below 12,000 ft., within restricted area R–468, shall be designated a control area extension during the period beginning at 0001 c.s.t., May 30 to 0001 c.s.t., September 6, 1959, and annually thereafter.

§ 601.1430 Control area extension (Wichita Falls, Tex.).

That airspace bounded on the northwest by VOR Federal airway No. 102–S, on the east by VOR Federal airway No. 77, and on the south by VOR Federal airway No. 278.

§ 601.1431 Control area extension (Ocala, Fla.).

The airspace within a 15-mile radius of Taylor Airport, Ocala, Fla.

§ 601.1432 Control area extension (Billings, Mont.).

The airspace within a 25-mile radius of the Billings VOR extending from the north boundary of VOR Federal airway No. 2 west of Billings clockwise to the northeastern boundary of VOR Federal airway No. 19 southeast of Billings.

§ 601.1433 Control area extension (Ephrata, Wash.).

The airspace north of VOR Federal airway No. 2 within a 25-mile radius of the Ephrata, Wash., VOR.

§ 601.1434 Control area extension (Key West, Fla.).

The airspace within 5 miles either side of a direct line extending from the Key West, Fla., radio range station to the Tamiami, Fla., nondirectional radio beacon, excluding the airspace above 20,000 feet MSL.

§ 601.1436 Control area extension (San Bernardino, Calif.).

The airspace southeast of the Norton Air Force Base, San Bernardino, Calif., bounded on the northwest by VOR Federal airway No. 264, on the northeast by VOR Federal airway No. 137, on the south by VOR Federal airway No. 16 and on the west by Blue Federal airway No. 14.

§ 601.1437 Control area extension (Richmond, Ind.).

That airspace bounded on the north by VOR Federal airway No. 50, on the east by VOR Federal airway No. 275, and on the southwest by VOR Federal airway No. 97.

§ 601.1438 Control area extension (Kahului, Hawaii).

The airspace lying north of Kahului within a 25-statute-mile radius of the Kahului, Maui, T.H., omnirange station bounded on the southwest and south by VOR Federal airway No. 6.

§ 601.1439 Control area extension (Battle Mountain, Nev.).

Within 5 miles either side of the 218° True and 348° True radials of the Battle Monuntain omnirange extending from the omnirange station to points 23 miles southwest and 12 miles north of the omnirange station.

§ 601.1440 Control area extension (Williams, Ariz.).

The airspace bounded by a line beginning at a point at latitude 33°22′00″, longitude 111°47′00″, extending to a point at latitude 33°22′00″, longitude 111°13′00″, thence to a point at latitude 32°56′00″, longitude 110°31′00″, thence to a point at latitude 32°42′00″, longitude 110°42′00″, thence to a point at latitude 32°53′00″, longitude 111°34′00″ thence to the point of beginning.

§ 601.1441 Control area extension (Tucson, Ariz.).

The airspace northeast of Tucson bounded on the north by VOR Federal airway No. 94, on the southeast by VOR Federal airway No. 202 and on the south and southwest by VOR Federal airway No. 16.

§ 601.1442 Control area extension (Fort Bridger, Wyo.).

Within 5 miles either side of the 45° True radial of the Fort Bridger omnirange extending from the omnirange station to a point 15 miles northeast and within 5 miles either side of the 346° True radial of the omnirange extending from the omnirange station to a point 25 miles north.

§ 601.1443 Control area extension (Bryce Canyon, Utah).

Within 5 miles either side of the 110° True radial of the Bryce Canyon omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1444 Control area extension (Truth or Consequences, N. Mex.).

The airspace bounded on the east by Amber Federal airway No. 3 and on the southwest and northwest by VOR Federal airway No. 19. The portion of this control area above 20,000 feet MSL which overlaps the White Sands Restricted Area, Area 2 (R–521) (published in § 608.39 of this chapter), shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1445 Control area extension (Neah Bay, Wash.).

The airspace lying south of the United States-Canadian Border and the Vancouver Oceanic Flight Information Region within lines drawn tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., radio range station and the circumference of a 15-mile radius circle centered on the intersection of the northwest course of the Neah Bay radio range and a point at latitude 48°40′00″, longitude 125°17′30″, excluding the portion below 5,000 feet MSL.

§ 601.1446 Control area extension (Pendleton, Oreg.).

The airspace east of Pendleton bounded on the north by Red Federal airway No. 53, on the southwest by Green Federal airway No. 10, and on the southeast by a line drawn 5 miles southeast of and parallel to the southwest course of the Walla Walla, Wash., radio range extending from Red 53 to Green 10.

§ 601.1447 Control area extension (New Orleans, La.).

The airspace bounded by lines beginning at a point at latitude 29°15′00″, longitude 90°40′00″, thence extending southwest to latitude 28°15′00″, longitude 91°25′00″, thence west to latitude 28°15′00″, longitude 92°05′00″; thence northeast to latitude 29°15′00″, longitude 91°05′00″, thence east to point of beginning at latitude 29°15′00″, longitude 90°40′00″, excluding the portion below 2500 feet MSL between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1448 Control area extension (Vero Beach, Fla.).

The airspace within 5 miles either side of the Vero Beach, Fla., omnirange 023° True radial extending from the Vero Beach omnirange station to its intersection with the Orlando, Fla., omnirange 071° True radial, excluding the airspace below 10,000 feet MSL which lies outside the continental limits of the United

States and excluding the airspace below 14,000 feet MSL which overlaps Warning Area W-158.

§ 601.1449 Control area extension (Lometa, Tex.).

The airspace lying 6 miles north of and 10 miles south of and parallel to the Lometa VOR 276° radial extending from the VOR to a point 30 miles west.

§ 601.1450 Control area extension (South Boston, Va.).

The airspace northwest of South Boston, Va., bounded on the east by Blue Federal airway No. 29, on the southwest by VOR Federal airway No. 136 and on the northwest by VOR Federal airway No. 143.

§ 601.1452 Control area extension (Muncie, Ind.).

The airspace bounded on the northwest by VOR Federal airway No. 14, on the east by VOR Federal airway No. 55 and on the south by VOR Federal airway No. 210.

§ 601.1454 Control area extension (Miami, Fla.).

The airspace bounded on the north by VOR Federal airway No. 293, on the east by VOR Federal airway No. 3 and on the south and west by VOR Federal airway No. 51 and Blue Federal airway No. 19.

§ 601.1455 Control area extension (Las Vegas, Nev.).

The airspace northwest of Las Vegas bounded on the northwest by a circle 10 miles in radius centered on the Indian Springs, Nev., nondirectional radio beacon, on the northeast by a line tangent to the circumference of this circle extending to the circumference of a 5-mile radius circle centered on the Las Vegas radio range station, on the southwest by a line tangent to the circumference of the Indian Springs 10-mile radius circle extending to the circumference of a 5-mile radius circle centered on the Las Vegas omnirange station, and on the southeast by Amber Federal airway No. 2. The portion of this control area extension which lies within the Tonopah Restricted Area (R-271) shall be used only after obtaining prior approval from Federal Aviation Agency Air Traffic Control.

§ 601.1456 Control area extension (El Paso, Tex.) (Webb/Reese areas).

The airspace above 12,000 feet MSL lying within the geographic limits of Reese (North) AFB Restricted Area (R-552), the Webb/Reese AFB Joint Restricted Area (R-554), the Reese (West) AFB Restricted Area (R-555), the Webb (West) AFB Restricted Area (R-556), and the airspace above 10,000 feet MSL lying within the geographic limits of the Webb (South) AFB Restricted Area (R-553), published in § 608.51.

§ 601.1457 Control area extension (Dahlgren, Va.).

The airspace lying within the geographic limits of the Dahlgren (West) Restricted Area (R-38). The portions of this control area which lie between the designated altitudes of the Dahlgren (West) Restricted Area (R-38) shall be used only after obtaining prior approval from the Federal Aviation Agency Air Traffic Control.

§ 601.1462 Control area extension (Fort Wayne, Ind.).

The airspace south of Fort Wayne bounded on the east by VOR Federal airway No. 55, on the southeast by VOR Federal airway No. 14, and on the northwest by VOR Federal airway No. 11W and VOR Federal airway No. 96; the airspace west of Fort Wayne within a 40-mile radius of the Fort Wayne VOR bounded on the southeast by VOR Federal airway No. 11W and VOR Federal airway No. 96 and bounded on the northeast by VOR Federal airway No. 277.

§ 601.1463 Control area extension (Hudspeth, Tex.).

The airspace southwest of Hudspeth bounded on the southwest by the United States-Mexican Border, on the east by the Hudspeth VOR 177° radial, and on the north by VOR Federal airway No. 66 and the El Paso, Tex., control area extension 601.1171.

§ 601.1464 Control area extension (Banana River, Fla.).

The airspace south of latitude 28°22′00″ bounded on the east by Warning Area 497A, on the west by Amber Federal airway No. 7 and on the south by the 5-mile radius control zone around Patrick AFB (601.2153).

§ 601.1465 Control area extension (Mullan Pass, Mont.).

The airspace which lies 5 miles either side of the Mullan Pass 306° radial extending from the VOR to the Spokane, Wash., control area extension (601.1130).

§ 601.1467 Control area extension (Bethel, Alaska).

The airspace within a 25-mile radius of a point at latitude 60°47′08″ N., longitude 161°49′20″ W.

§ 601.1468 Control area extension (Pellston, Mich.).

The airspace within a 15-mile radius centered on the Pellston Airport, Pellston, Mich.

§ 601.1469 Control area extension (Battle Creek, Mich.).

The airspace within a 35-mile radius of the Battle Creek VOR.

§ 601.1470 Control area extension (Newburgh, N.Y.).

The airspace north of Stewart AFB bounded on the north by VOR Federal airway No. 270, on the east by Blue Federal airway No. 18 and on the south and southwest by New York control area extension (§ 601.1066).

Subpart D—Control Zones

§ 601.1981 Scope of control zones.

Each control zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part), but shall not include any of the air space of an air-space reservation.

§ 601.1982 Designation of control zones.

The portions of the navigable airspace of the United States described in Subpart D are designated as control zones.

§ 601.1983 Three-mile radius zones.

Within a 3-mile radius of the following airports:

Altoona, Pa.: Altoona-Blair County Airport.
Baker, Oreg.: Baker Municipal Airport.
Bellingham, Wash.: Bellingham Municipal Airport.
Blackstone, Va.: Blackstone AAF.
Bozeman, Mont.: Gallatin-Bozeman Municipal Airport.
Burley, Idaho: Burley Municipal Airport.
Butte, Mont.: Butte Municipal Airport.
Columbus, N. Mex.: FAA intermediate field excluding the portion which lies outside the continental United States.
Crows Landing, Calif.: Navy ALF.
Cut Bank, Mont.: Cut Bank Municipal Airport.
Daggett, Calif.: Daggett Municipal Airport.
Dillon, Mont.: Dillon intermediate field.
Dubois, Idaho: Dubois intermediate field.
Ellensburg, Wash.: Ellensburg Municipal Airport.
El Morro, N. Mex.: FAA intermediate field.
Ephrata, Wash.: Ephrata Municipal Airport.
Eugene, Oreg.: Mahlen-Sweet Airport.
Glendale, Calif.: Grand Central Airport.
Helena, Mont.: Helena County-City Airport.
Klamath Falls, Oreg.: Klamath Falls Municipal Airport.
Lewistown, Mont.: Lewistown Municipal Airport.
Miles City, Mont.: Miles City Municipal Airport.
Missoula, Mont.: Missoula County Airport.
Monterey, Calif.: Monterey Peninsula Airport.
Needles, Calif.: Needles Airport.
Paso Robles, Calif.: Paso Robles County Airport.
Pendleton, Oreg.: Pendleton Municipal Airport.
Redmond, Oreg.: Redmond-Roberts Field.
The Dalles, Oreg.: The Dalles Municipal Airport.
Toledo, Wash.: Toledo-Winlock Airport.
Torrance, Calif.: Torrance Municipal Airport.
Yakima, Wash.: Yakima Municipal Airport.

§ 601.1984 Five-mile radius zones.

Within a 5-mile radius of the following airports:

Aniak, Alaska: Aniak Airport.
Annette Island, Alaska: Annette Island Airport.
Arcata, Calif.: Arcata Airport.
Bedford, Mass.: Lawrence G. Hanscom Field.
Bendix, N.J.: Teterboro Air Terminal.
Bettles, Alaska: Bettles Airport.
Big Delta, Alaska: Big Delta Airport.
Blythe, Calif.: Blythe Airport.
Boise, Idaho: Boise Air Terminal.
Chattanooga, Tenn.: Lovell Field.
Colorado Springs, Colo.: Peterson Municipal Airport.
Crescent City, Calif.: Del Norte County Airport.
Delta, Utah: Delta Airport.
Eastover, S.C.: Conagree Air Base.
Elkins, W. Va.: Elkins, Airport.
Elko, Nev.: Elko Airport.
Fairbanks, Alaska: Eielson Air Force Base.
Fallon, Nev.: Fallon NAAS.
Farewell, Alaska: Farewell Airport.
Fayetteville, Ark.: Fayetteville-Drake Field.
Fort Lauderdale, Fla.: Broward County International Airport.
Galena, Alaska: Galena Airport.
Glens Falls, N.Y.: Warren County Airport.

Gulkana, Alaska: Gulkana Airport.
Gustavus, Alaska: Gustavus Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton International Airport.
Idaho Falls, Idaho: Fanning Field.
Iliamna, Alaska: Iliamna Airport.
Kenai, Alaska: Kenai Airport.
King Salmon, Alaska: King Salmon Airport.
Kotzebue, Alaska: Wien Memorial Airport.
Las Vegas, N. Mex.: Las Vegas Airport.
Lihue, Hawaii: Lihue Airport.
Lucin, Utah: FAA intermediate field.
Massena, N.Y.: Richards Field.
McAlester, Okla.: McAlester Municipal Airport.
McGrath, Alaska: McGrath Airport.
Medford, Oreg.: Medford Municipal Airport.
Middleton Island, Alaska: Middleton Island Airport.
Minchumina, Alaska: Minchumina Airport.
Mobile, Ala.: Brooklyn Air Force Base.
Moses Point, Alaska: Moses Point Airport.
Mountain View, Calif.: Moffett NAS.
Nenana, Alaska: Nenana Airport.
Nome, Alaska: Nome Airport.
North Bend, Oreg.: North Bend Airport.
Northway, Alaska: Northway Airport.
Otto, N. Mex.: FAA intermediate field.
Pensacola, Fla.: Forrest Sherman Field.
Philipsburg, Pa.: Black Moshannon State Airport.
Phoenix, Ariz.: Luke AFB.
Portland, Oreg.: Portland International Airport.
Pulaski, Va.: Leving Field.
Reading, Pa.: General Spaatz Airport.
Red Bluff, Calif.: Red Bluff Municipal (Bidwell Field).
Reno, Nev.: Reno Airport.
Reno, Nev.: Stead AFB.
Roanoke, Va.: Woodrum Field.
Rome, N.Y.: Griffiss AFB.
Salinas, Calif.: Salinas Airport.
Salisbury, Md.: Wicomico County Airport.
Salt Flat, Tex.: FAA intermediate field.
San Juan, P.R.: Roosevelt Roads NAS.
San Rafael, Calif.: Hamilton AFB.
Santa Fe, N. Mex.: Santa Fe Airport.
Selma, Ala.: Craig Air Force Base.
Skwentna, Alaska: Skwentna Airport.
Summit, Alaska: Summit Airport.
Sumter, S.C.: Shaw AFB.
Talkeetna, Alaska: Talkeetna Airport.
Tanana, Alaska: Tanana Airport.
Tucumcari, N. Mex.: Tucumari Airport.
Unalakleet, Alaska: Unalakleet Airport.
Walla Walla, Wash.: Walla Walla City-County Airport.
Wendover, Utah: Wendover AUX.
Westfield, Mass.: Barnes Airport.
Westhampton Beach, Long Island, N.Y.: Suffolk County Air Force Base.
Wink, Tex.: Wink Airport.
Winslow, Ariz.: Winslow Airport.
Worcester, Mass.: Worcester Airport.
Yakutat, Alaska: Yakutat Airport.
Yuma, Ariz.: Yuma-MCAAS/Municipal Airport.

Additional Control Zones

§ 601.2001 Albany, N.Y., control zone.

Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station and within 2 miles either side of the Albany ILS localizer course extending from the localizer to a point 10 miles north of the ILS outer marker.

§ 601.2002 Augusta, Maine, control zone.

Within a 5-mile radius of the Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

§ 601.2003 Baltimore, Md., control zone.

Within a 5-mile radius of Harbor Field, Baltimore, Md., and within 5 miles either side of the north and south courses of the Baltimore RR extending from the airport to a point 10 miles south of the RR. The portions of this control zone which lie within the geographic limits of, and between the designated altitudes of, the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) is excluded during the restricted area's time of designation.

§ 601.2004 Bangor, Maine, control zone.

Within a 5-mile radius of Dow Air Force Base, Bangor, Maine, within 2 miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 miles either side of a line bearing 314° True extending from Dow Air Force Base to a point 15 miles northwest of the Air Force Base, and within 2 miles either side of a line bearing 356° True extending from Dow AFB to a point 10 miles north of the Bangor omnirange station and within 2 miles either side of the extended centerline of Runway 15/33 extending to a point 10 miles southeast of the end of the runway.

§ 601.2005 Boston, Mass., control zone.

Within a 5-mile radius of Logan International Airport; within 2 miles either side of the north course of the Boston radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker and within 2 miles either side of the 144° True radial of the Boston omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2006 Buffalo, N.Y., control zone.

Within a 5-mile radius of the Greater Buffalo International Airport, within 2 miles either side of the northeast course of the Buffalo radio range extending to the Wolcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range extending to the Angola fan marker, and within 2 miles either side of the 99° True and 279° True radials of the Buffalo omnirange extending to a point 10 miles east of the omnirange station.

§ 601.2007 Burlington, Vt., control zone.

Within a 5-mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 Concord, N.H., control zone.

Within a 5-mile radius of Concord Municipal Airport, within 2 miles either side of the southeast course of the Concord radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 284° True radial of the Concord omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2009 Erie, Pa., control zone.

Within a 5-mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 Harrisburg, Pa., control zone.

Within a 5-mile radius of Harrisburg-York State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 Hartford, Conn., control zone.

Within a 5-mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 Millinocket, Maine, control zone.

Within a 5-mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 Newark, N.J., control zone.

Within a 5-mile radius of Newark Municipal Airport including the area encompassed between tangent line extending from this 5-mile radius zone to but not including the Teterboro, N.J., 5-mile radius control zone; within 2 miles either side of the Newark ILS localizer front course extending from the localizer to a point 10 miles southwest of the ILS outer marker.

§ 601.2014 Norfolk, Va., control zone.

Within a 5-mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 Philadelphia, Pa., control zone.

Within a 5-mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

§ 601.2016 Wheeling, W. Va., control zone.

Within a 5-mile radius of Wheeling-Ohio County Airport, within 2 miles either side of the centerline of the north-east-southwest runway extended through the outer compass locator to a point 10 miles southwest of the airport, and within 2 miles either side of a direct line extending from the airport to the Wheeling omnirange station.

§ 601.2017 Pittsburgh, Pa., control zone.

Within a 5-mile radius of Allegheny County Airport, Pittsburgh, Pa., within 2 miles either side of a direct line extending from the airport to the Cecil nondirectional radio beacon, within 2 miles either side of the 227° and 047° True radials of the Pittsburgh omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the extended centerline of the Allegheny County Airport east-west runway extending from the 5-mile radius zone to the McKeesport, Pa., nondirectional radio beacon.

§ 601.2018 Portland, Maine, control zone.

Within a 5-mile radius of the Portland Municipal Airport, within 2 miles either side of the northwest course of the Portland radio range extending from the radio range station to a point 5 miles northwest, and within 2 miles either side of the Portland ILS localizer course extending from the localizer to a point 5 miles beyond the ILS outer marker.

§ 601.2019 Providence, R.I., control zone.

Within a 5-mile radius of the Theodore Francis Green Airport extending 2 miles either side of the southwest course of the Providence radio range to a point 14 miles southwest of the radio range station.

§ 601.2020 Richmond, Va., control zone.

Within a 5-mile radius of Byrd Field, Richmond, Va., extending 2 miles either side of the southwest course of the Richmond, Va., radio range to the Chester fan marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker and to a point 10 miles northeast of the ILS middle marker.

§ 601.2021 Rochester, N.Y., control zone.

Within a 5-mile radius of Rochester-Monroe County Airport, within 2 miles either side of the east course of the Rochester radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the ILS localizer front course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 171° True and 278° True radials of the omnirange extending from the omnirange station to points 10 miles south and west of the omnirange station.

§ 601.2022 Washington, D.C., control zone.

Within a 5-mile radius of the Washington National Airport (excluding the portion overlapping the Washington Airspace Reservation) and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the west by a line 2 miles west of the south course of the Washington RR and on the east by a line 2 miles east of the ILS localizer course, and further extending 2 miles on the east side and 4 miles on the west side of the northeast course of the Washington radio range to the Riverdale, Md., nondirectional radio beacon.

§ 601.2023 Albuquerque, N. Mex., control zone.

Within a 5-mile radius of Kirtland AFB, within 2 miles either side of the south course of the Albuquerque radio range extending to the Peralta fan marker, within 2 miles either side of a line bearing 352°–172° True through the Alameda nondirectional radio beacon extending from the 5-mile radius control zone boundary to a point 10 miles north of the Alameda nondirectional radio beacon and within 2 miles either side of the 91° and 271° True radials of the Albuquerque omnirange extending from the 5-mile radius control zone boundary to a point 10 miles west of the omnirange station.

§ 601.2024 Amarillo, Tex., control zone.

Within a 5-mile radius of Amarillo AFB/Municipal Airport, within 2 miles either side of the west course of the Amarillo radio range extending from the radio range station to a point 5 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to a point 18 miles east.

§ 601.2025 Big Spring, Tex., control zone.

Within a 5-mile radius of Webb Air Force Base and within 2 miles either side of the west course of the Big Spring radio range extending from the radio range station to a point 10 miles west and within 2 miles either side of the 191° True radial of the Big Spring omnirange extending from the 5-mile radius zone to the omnirange station.

§ 601.2026 Brownsville, Tex., control zone.

That airspace over United States territory, within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex., within 2 miles either side of the northwest course of the Brownsville radio range extending from the radio range station to the Los Fresnos fan marker and within 2 miles either side of the 72° True radial of the Brownsville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2027 Dallas, Tex. (Love Field), control zone.

The airspace within a 5-mile radius of Love Field including the airspace within a 5-mile radius of Addison Airport, within 2 miles either side of the Love Field ILS localizer southeast course extending from the localizer to a point 7 miles southeast of the localizer, within 2 miles either side of a 185° bearing extending from the Dallas RBN to the Duncanville RBN, and the airspace northwest of Love Field bounded by a line extending through a point at latitude 32°49′40″, longitude 96°55′45″ to a point at latitude 32°53′15″, longitude 96°59′35″ and a point at latitude 32°54′40″, longitude 96°57′45″ through a point at latitude 32°56′55″, longitude 96°55′15″.

§ 601.2028 El Paso, Tex., control zone.

Within a 5-mile radius of the El Paso International Airport, within 2 miles either side of the east course of the El Paso RR extending to the Rio FM, within 2 miles either side of the north course of the El Paso RR extending to the Newman, Tex., VOR, and within 2 miles either side of a direct line extending from the center of Biggs AFB to the Newman VOR, excluding the portion lying outside the continental United States.

§ 601.2029 Fort Worth, Tex. (Carswell AFB), control zone.

The airspace lying within the area beginning at a point of latitude 32°35′30″, longitude 97°24′30″, direct to a point at latitude 32°35′30″, longitude 97°32′32″, direct to a point at latitude 32°59′55″, longitude 97°32′30″, direct to a point at latitude 32°59′45″, longitude 97°24′30″, direct to a point at latitude 32°58′10″, longitude 97°23′45″, direct to a point at latitude 32°42′25″, longitude 97°24′00″, thence direct to the point of beginning.

§ 601.2030 Galveston, Tex., control zone.

Within a 5-mile radius of the Galveston Airport and within 2 miles either side of the 119° and 299° True radials of the Galveston omnirange extending from the 5-mile radius zone to a point 10 miles west of the omnirange station and within 2 miles either side of a line bearing 312° True from the Galveston nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles northwest of the nondirectional radio beacon.

§ 601.2031 Houston, Tex., control zone.

Within a 10-mile radius of Houston Municipal Airport, within a 5-mile radius of Ellington Air Force Base, and within 2 miles either side of a direct line extending from the Houston Municipal Airport to the Monument nondirectional radio beacon.

§ 601.2032 Laredo, Tex., control zone.

That airspace over United States territory within a 10-mile radius of Laredo AFB and within 2 miles either side of the 147° True radial of the Laredo omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2033 Little Rock, Ark., control zone.

Within a 5-mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

§ 601.2034 Monroe, La., control zone.

Within a 5-mile radius of Selman Field, within 2 miles either side of the southwest course of the Monroe radio range extending from the radio range station to a point 4 miles southwest, and within 2 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the control zone to a point 10 miles southwest of the omnirange station.

§ 601.2035 New Orleans, La., control zone.

Within a 5-mile radius of New Orleans Airport and within a 5-mile radius of Moisant International Airport, within 2 miles either side of the east and west courses of the New Orleans radio range extending from the New Orleans Airport 5-mile radius zone to a point 17¼ miles west of the radio range station, within 2 miles either side of the 242° and 62° True radials of the New Orleans omnirange extending from the Moisant International Airport 5-mile radius zone to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the ILS localizer course extending from the localizer to a point 14½ miles west.

§ 601.2036 Ponca City, Okla., control zone.

Within a 10-mile radius of Ponca City Airport.

§ 601.2037 San Angelo, Tex., control zone.

Within a 5-mile radius of Mathis Field, San Angelo, Tex., and within 2 miles either side of the 72° radial of the San Angelo VOR extending from the 5-mile radius zone to a point 10 miles northeast of the VOR.

§ 601.2038 Shreveport, La., control zone.

Within a 5-mile radius of Shreveport Downtown Airport, within 5 miles either side of the northwest course of the Shreveport radio range extending from the radio range station to a point 10 miles northwest, within a 7-mile radius of Barksdale Air Force Base and within 5 miles either side of the southeast course of the Barksdale AFB radio range extending from the Air Force Base to the Elm Grove RBN.

§ 601.2039 Tulsa, Okla., control zone.

Within a 5-mile radius of the Tulsa Municipal Airport; within two miles either side of the NE course of the Tulsa RR extending to a point 12 miles NE of the RR; within two miles either side of the N course of the Tulsa ILS localizer extending to a point 12 miles N of the Owasso, Okla., RBN; and within two miles either side of the 088° and 268° radials of the Tulsa VORTAC extending to a point 12 miles E of the VORTAC.

§ 601.2040 Smyrna, Tenn., control zone.

Within a 5-mile radius of Sewart Air Force Base and within 2 miles either side of a line bearing 139° True extending from the Sewart AFB nondirectional radio beacon to a point 10 miles southeast.

§ 601.2041 Akron, Colo., control zone.

Within a 3-mile radius of the FAA intermediate field and within 2 miles either side of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 Burlington, Iowa, control zone.

Within a 5-mile radius of Burlington Municipal Airport and within 2 miles either side of the 292° and 112° True radials of the Burlington omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2043 Casper, Wyo., control zone.

Within a 5-mile radius of Casper Air Terminal extending east 2 miles either side of the west and east courses of the Casper radio range to the Parkerton fan marker and within 2 miles either side of a line bearing 269° True from the Casper ILS localizer extending from the Casper Air Terminal to a point 10 miles west of the ILS outer marker.

§ 601.2044 Cheyenne, Wyo., control zone.

Within a 5-mile radius of the Cheyenne Municipal Airport, within 2 miles either side of the northwest course of the Cheyenne radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the east course of the radio range extending from the radio range station to a point 11½ miles east, within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles east of the airport, and within 2 miles either side of the 32° True radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2046 Columbia, Mo., control zone.

Within a 5-mile radius of Columbia Municipal Airport and within 2 miles either side of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 Denver, Colo., control zone.

Within a 10-mile radius of Stapleton Air Field, Denver, Colo., within 2 miles either side of the Stapleton ILS localizer course extending from the localizer to a point 11½ miles east of Stapleton Air Field, within 2 miles either side of a 45° True radial of the Denver omnirange extending from the omnirange station to a point 5 miles northeast, and within 2 miles either side of the north course of the Denver radio range extending from the radio range station to a point 13 miles north.

§ 601.2048 Des Moines, Iowa, control zone.

Within a 5-mile radius of the Des Moines Municipal Airport, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, within 2 miles either side of the front and back courses of the Des Moines ILS localizer extending from the localizer to a point 12 miles southeast and northwest of the airport, and within 2 miles either side of the 176° True and 356° True radials of the Des Moines omnirange extending from the 5 mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2049 Fort Bridger, Wyo., control zone.

Within a 3-mile radius of the FAA intermediate field and within 2 miles either side of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 Garden City, Kans., control zone.

Within a 5-mile radius of the New Garden City Municipal Airport, within 2 miles either side of the north course of the Garden City radio range extending from the radio range to a point 12 miles north, within 2 miles either side of a line bearing 144° True extending from the radio range station to the airport, and within 2 miles either side of the 005°, 024°, 121°, 167°, 253° and 322° True radials of the Garden City omnirange extending to points 12 miles from the omnirange station.

§ 601.2051 Grand Island, Nebr., control zone.

Within a 5-mile radius of the Grand Island Airport and within 2 miles either side of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 Quincy, Ill., control zone.

Within a 5-mile radius of the Quincy-Baldwin Airport and within 2 miles either side of the 35° True and 215° True radials of the Quincy omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2053 Huron, S. Dak., control zone.

Within a 5-mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range, and within 2 miles either side of the Huron ILS localizer northwest course extending from the localizer to a point 12 miles northwest of the outer marker.

§ 601.2054 Hutchinson, Kans., control zone.

Within a 5-mile radius of the Hutchinson Municipal Airport, within an 8-mile radius of the Hutchinson ANG Field, within 2 miles either side of the south course of the Hutchinson radio range extending from the radio range station to a point 23 miles south, and within 2 miles either side of the 222° True radial of the Hutchinson omnirange extending from the Hutchinson Municipal Airport to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the north course of the Hutchinson radio range extending from the radio range station to a point 10 miles north.

§ 601.2055 Joplin, Mo., control zone.

Within a 5-mile radius of Joplin Airport and within 2 miles either side of a line bearing 318° True extending from the airport to a point 10 miles northwest of the Joplin ILS outer marker.

§ 601.2056 Kansas City, Mo., control zone.

Within a 5-mile radius of the Kansas City Municipal Airport, within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a line bearing 13° True from the airport extending through the Kansas City ILS outer marker compass locator to a point 5 miles north of the ILS outer marker compass locator.

§ 601.2057 Kirksville, Mo., control zone.

Within a 3-mile radius of Kirksville Airport and within 2 miles either side of the 316° and 136° True radials of the Kirksville omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2059 Laramie, Wyo., control zone.

Within a 5-mile radius of Brees Field, within 2 miles either side of the northwest course of the Laramie radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 332° True radial of the Laramie omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2060 Pellston, Mich., control zone.

Within a 5-mile radius of Emmet County Airport, Pellston, Mich., extending 2 miles either side of a track bearing 132° True from the Pellston non-directional radio beacon to a point 10 miles southeast.

§ 601.2061 Lincoln, Nebr., control zone.

Within a 5-mile radius of the Lincoln Air Force Base, within 2 miles either side of the north course of the Lincoln radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the front course of the Lincoln ILS localizer extending from the localizer to a point 12 miles northwest of the outer marker, and within 2 miles either side of the south course of the Lincoln radio range extending to a point 15 miles south of the Lincoln Air Force Base.

§ 601.2062 Mason City, Iowa, control zone.

Within a 5-mile radius of Mason City Municipal Airport and within 2 miles either side of the 2° and 182° True radials of the Mason City omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2063 North Platte, Nebr., control zone.

Within a 5-mile radius of Lee Bird Municipal Field, within 2 miles either side of the south course of the North Platte radio range extending from the radio range station to a point 10 miles south, and within 2 miles either side of the 30° True and 210° True radials of the North Platte omnirange extending from Lee Bird Municipal Field to a point 10 miles southwest of the omnirange station.

§ 601.2064 Omaha, Nebr., control zone.

Within a 5-mile radius of the Omaha Municipal Airport, within 2 miles either side of the north course of the Omaha RR extending from the RR to the California, Iowa, FM, and within 2 miles either side of the Omaha ILS localizer northwest course extending from the localizer to a point 10 miles northwest of the airport.

§ 601.2065 Pierre, S. Dak., control zone.

Within a 5-mile radius of Pierre Airport, within 2 miles either side of the east course of the Pierre radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 260° and 80° True radials of the Pierre omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2066 Pueblo, Colo., control zone.

Within a 5-mile radius of Pueblo Municipal Airport, within 5 miles either side of a direct line extending from the center of Pueblo Municipal Airport to the Pueblo radio range station to include a 5-mile radius of the Pueblo radio range station, within 2 miles either side of the southeast course of the radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 267° and 87° True radials of the Pueblo omnirange extending from the Pueblo Municipal Airport 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2067 Rapid City, S. Dak., control zone.

Within a 5-mile radius of Ellsworth Air Force Base, within 2 miles either side of the centerline of the northwest-southeast runway of Ellsworth AFB extending from the end of the runway to a point 17 miles southeast; within a 5-mile radius of the Rapid City Municipal Airport, within 2 miles either side of the south course and east course of the Rapid City radio range extending from the radio range station to points 10 miles south and east, and within 2 miles either side of the 335° True and 155° True radials of the Rapid City omnirange extending from the airport 5-mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2068 Rock Springs, Wyo., control zone.

Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

§ 601.2069 St. Joseph, Mo., control zone.

Within a 5-mile radius of Rosecrans Memorial Airport, within 2 miles either side of the St. Joseph ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 355° and 175° True radials of the St. Joseph omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2070 St. Louis, Mo., control zone.

Within a 5-mile radius of Lambert-St. Louis Municipal Airport, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the front course of the St. Louis ILS localizer extending from the localizer to a point 5 miles east of the outer compass locator and within 2 miles either side of the back course of the ILS localizer extending from the localizer to a point 10 miles southwest of the Lake nondirectional radio beacon, and within 2 miles either side of the 323° and 143° True radials of the St. Louis omnirange extending from the airport to a point 10 miles northwest of the omnirange station.

§ 601.2071 Scottsbluff, Nebr., control zone.

Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station and within 2 miles either side of the 259° and 79° True radials of the Scottsbluff VOR extending from the 5-mile radius zone to a point 12 miles northeast of the VOR.

§ 601.2072 Sheridan, Wyo., control zone.

Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

§ 601.2073 Rawlings, Wyo., control zone.

Within a 5-mile radius of the Municipal Airport, Rawlings, Wyo., extending 2 miles either side of the east and west courses of the Sinclair, Wyo., radio range to a point 10 miles east of the radio range station.

§ 601.2074 Sioux City, Iowa, control zone.

Within a 5-mile radius of the Sioux City Municipal Airport, within 2 miles either side of the south course of the Sioux City radio range extending from the radio range station to the Sloan Fan Marker; within 2 miles either side of the 142° True radial of the Sioux City omnirange extending from the omnirange station to a point 10 miles southeast, and within 2 miles either side of a line bearing 136° True from the Sioux City ILS outer marker compass locator, extending from the ILS outer marker compass locator to a point 10 miles southeast.

§ 601.2075 Springfield, Mo., control zone.

Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station and within 2 miles either side of the 19° and 199° True radials of the Springfield omnirange extending from the Springfield Municipal Airport to a point 10 miles northeast of the omnirange station.

§ 601.2076 Topeka, Kans., control zone.

All that area within an 8-mile radius of the Philip Billard Airport and within 2 miles either side of the Topeka ILS localizer course extending to a point 15 miles northwest of the ILS localizer; within 2 miles'either side of the 40° True radial of the Topeka omnirange extending to a point 10 miles northeast of the omnirange station, and that area within a 5-mile radius of Forbes Air Force Base, Topeka, Kans., and within 2 miles either side of the southwest course of the Forbes AFB radio range extending to a point 10 miles southwest of the Forbes AFB radio range station.

§ 601.2077 Trinidad, Colo., control zone.

Within a 3-mile radius of Trinidad Municipal Airport and within 2 miles either side of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 Danville, Va., control zone.

Within a 5-mile radius of Danville Municipal Airport, within 2 miles either side of a 057° bearing extending from the Danville RBN to a point 10 miles northeast, and within 2 miles either side of the Danville TVOR 207° radial extending from the TVOR to a point 10 miles southwest.

§ 601.2079 Watertown, S. Dak., control zone.

Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 6° True radial of the Watertown omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2080 Wichita, Kans., control zone.

Within a 5-mile radius of the Wichita Municipal Airport, within 2 miles either side of 20° and 200° True bearing from the Wichita ILS outer compass locater extending from the 5-mile radius zone to a point 12 miles south of the outer compass locater, and within 2 miles either side of the 180° and 360° True radials of the Wichita omnirange extending from the 5-mile radius zone to a point 12 miles north of the omnirange station.

§ 601.2081 Jacksonville, N.C., control zone.

Within a 3-mile radius of the New River MCAF, Jacksonville, N.C., and within 2 miles either side of a 226° True bearing extending from the New River MCAF to a point 12 miles southwest, excluding the airspace above 5,500 feet mean sea level daily from sunset to sunrise.

§ 601.2082 Akron, Ohio, control zone.

Within a 5-mile radius of the Akron Municipal Airport extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station, including a 5-mile radius of the Akron-Canton County Airport extending 2 miles either side of the Akron-Canton ILS localizer course to a point 10 miles south of the outer marker and within 2 miles either side of the west course of the Akron radio range extending from the radio range station to a point 10 miles west.

§ 601.2083 Alexandria, Minn., control zone.

Within a 5-mile radius of the Alexandria Municipal Airport extending 2 miles either side of the north course of the Alexandria radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the 230° and 50° True radials of the Alexandria omnirange extending from the Alexandria airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2084 Battle Creek, Mich., control zone.

Within a 5-mile radius of Kellogg Field and within 2 miles either side of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station; and within 2 miles either side of the 018°, 051°, 115°, 157°, 215°, 258° and 317° True radials of the Battle Creek omnirange extending to points 12 nautical miles from the omnirange station.

§ 601.2085 Bismarck, N. Dak., control zone.

Within a 5-mile radius of the Bismarck Municipal Airport extending 2 miles either side of the east course of the Bismarck radio range to a point 10 miles east of the radio range station, extending 2 miles either side of the Bismarck ILS localizer course to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 114° True radial of the Bismarck omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2086 Chicago, Ill., control zone.

Within a 6-mile radius of the Chicago-Midway Airport; within 2 miles either side of the northwest course of the Chicago radio range extending from the radio range station to its intersection with the northeast course of the Joliet, Ill., radio range excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles either side of the front and back courses of the Chicago-Midway ILS localizer extending from the intersection of the localizer back course with the 44° True radial of the Chicago Heights omnirange to a point 12 miles northwest of the Chicago-Midway outer marker on the localizer front course excluding the portion which overlaps the O'Hare International Airport control zone.

§ 601.2087 Cincinnati, Ohio, control zone.

Within a 5-mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

§ 601.2088 Dodge City, Kans., control zone.

Within a 5-mile radius of Dodge City Municipal Airport and within 2 miles either side of the 161° and 341° True radials of the Dodge City omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2089 Cleveland, Ohio, control zone.

Within a 5-mile radius of the Cleveland-Hopkins Airport, within 2 miles either side of the west course of the Cleveland radio range extending from the radio range station to the Elyria fan marker and within 2 miles either side of the Cleveland ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the extended centerline of Runway 23–R extending to a point 18 miles northeast of the end of the runway.

§ 601.2090 Columbus, Ohio, control zone.

Within a 5-mile radius of the Port Columbus Municipal Airport and within a 5-mile radius of the Lockbourne, Ohio Air Force Base including the airspace within 2 miles either side of a direct line extending from the Columbus radio range station to the Lockbourne AFB and within 2 miles either side of the extended centerline of Lockbourne AFB Runway 23 extending to a point 6½ miles northeast of the end of the runway.

§ 601.2091 Dayton, Ohio, control zone.

Within a 5-mile radius of the Dayton Municipal Airport extending 2 miles either side of the southwest course of the Dayton ILS localizer from the localizer to a point 10 miles southwest of the outer compass locator, extending 2 miles either side of the northeast course of the ILS localizer from the localizer to a point 10 miles northeast of the Tipp City nondirectional radio beacon.

§ 601.2092 Detroit, Mich., control zone.

Within a 5-mile radius of the Detroit City Airport extending 2 miles either side of the northwest course of the Windsor, Ontario, Canada, radio range to the United States-Canadian Border and excluding that portion which lies outside the continental limits of the United States.

§ 601.2093 Dickinson, N. Dak., control zone.

Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the north course of the Dickinson radio range, extending 10 miles north of the radio range station and extending 2 miles either side of the 15° True radial of Dickinson omnirange to a point 10 miles north of the omnirange station.

§ 601.2094 Duluth, Minn., control zone.

Within a 5-mile radius of the Williamson-Johnson Airport and within 2 miles either side of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 Belleville, Ill., control zone.

Within a 5-mile radius of the Scott Air Force Base extending 2 miles either side of the southwest course of the Scott AFB, Belleville, Ill., radio range to a point 10 miles southwest of the radio range station.

§ 601.2096 Evansville, Ind., control zone.

Within a 5-mile radius of Dress Memorial Municipal Airport and within 2 miles either side of the centerline of the northeast-southwest runway of the Dress Memorial Municipal Airport extending from the 5-mile radius zone to a point 10 miles northeast of the ILS outer marker.

§ 601.2097 Fargo, N. Dak., control zone.

Within a 5-mile radius of the Fargo-Hector Airport, within 2 miles either side of the east course of the Fargo radio range extending from the radio range station to the Glyndon fan marker, within 2 miles either side of the west course of the Fargo radio range extending from the radio range station to a point 10 miles west of the West Fargo fan marker, and within 2 miles either side of the Fargo ILS localizer front course extending from the localizer to a point 12 miles south of the outer marker.

§ 601.2098 Flint, Mich., control zone.

Within a 5-mile radius of Bishop Airport and within 2 miles either side of a line bearing 268° True from the airport extending from the airport to a point 10 miles west of the Flint ILS outer marker and within 2 miles either side of the 186°/280° radials of the Flint VOR extending from the VOR to points 12 miles south and west.

§ 601.2099 Fort Wayne, Ind., control zone.

Within a 5-mile radius of Baer Field, Fort Wayne, Ind., within 2 miles either side of the southwest course of the Fort Wayne radio range extending from the radio range station to a point 10 miles southwest, within 2 miles either side of the ILS localizer front course extending from the localizer to a point 12 miles southeast of the ILS outer marker, and within 2 miles either side of the 103°, 232°, 259°, and 325° True radials of the omnirange extending to points 12 miles beyond the omnirange station.

§ 601.2100 Glenview, Ill., control zone.

Within a 5-mile radius of the Glenview, Ill, Naval Air Station and within 2 miles either side of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 Goshen, Ind., control zone.

Within a 5-mile radius of the Goshen Airport and within 2 miles either side of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 Grand Forks, N. Dak., control zone.

Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

§ 601.2103 Grand Rapids, Mich., control zone.

Within a 6-mile radius of the Kent County Airport and within 2 miles either side of the southeast course of the Grand Rapids radio range, extending 12 miles southeast of the radio range station.

§ 601.2104 Huntington, W. Va., control zone.

Within a 5-mile radius of the Huntington Airport, Chesapeake, Ohio; within a 5-mile radius of the Tri-State Airport, Huntington, W. Va.; within 2 miles either side of a line bearing 253° True extending from the Huntington nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a line bearing 15° True extending from the nondirectional radio beacon to a point 10 miles north.

§ 601.2105 Indianapolis, Ind., control zone.

Within a 5-mile radius of the Weir-Cook County Airport, extending 2 miles either side of the west course of the Indianapolis radio range to the Clayton fan marker, extending 2 miles either side of the Weir-Cook County Airport localizer course to a point 10 miles southwest of the outer marker and extending 2 miles either side of the 323° and 143° True radials of the Indianapolis omnirange from the Weir-Cook County Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2106 Jamestown, N. Dak., control zone.

Within a 5-mile radius of the Jamestown Municipal Airport extending 2 miles either side of the east course of the Jamestown radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 191° and 11° True radials of the Jamestown omnirange station from the Municipal Airport control zone to a point 10 miles south of the omnirange station.

§ 600.2107 Joliet, Ill., control zone.

Within a 5-mile radius of the Joliet Municipal Airport, within 2 miles either side of the west course of the Joliet RR extending to a point 10 miles west of the Joliet RR and within 2 miles either side of the Joliet VOR 104° and 284° radials extending from the 5-mile radius zone to a point 12 miles west of the VOR.

§ 601.2108 Lansing, Mich., control zone.

Within a 5-mile radius of the Capital City Airport, Lansing, Mich., within 2 miles either side of the east course of the Lansing radio range extending from the radio range station to a point 12 miles east, within 2 miles either side of the 232° True radial of the Lansing omnirange extending from the omnirange station to a point 12 miles southwest, within 2 miles either side of the 52° True radial of the Lansing omnirange extending from the omnirange station to a point 12 miles northeast of its intersection with the northwest course of the Lansing radio range, within 2 miles either side of the Lansing ILS localizer front course extending from the localizer to a point 12 miles east of the ILS outer marker, and within 2 miles either side of the ILS localizer back course extending from the localizer to a point 10 miles west of its intersection with the Lansing omnirange 358° True radial.

§ 601.2109 Lafayette, Ind., control zone.

Within a 5-mile radius of Purdue University Airport, within 2 miles either side of the 38° and 218° True radials of the Westpoint, Ind., omnirange extending from the 5-mile radius zone to a point 12 miles southwest of the Westpoint omnirange station, and within 2 miles either side of the 144° and 324° True radials of the Lafayette omnirange extending from the 5-mile radius zone to a point 12 miles northwest of the Lafayette omnirange station.

§ 601.2110 Lone Rock, Wis., control zone.

Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the 24° True and 204° True radials of the Lone Rock omnirange extending from the Municipal Airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2111 Louisville, Ky., control zone.

Within a 5-mile radius of Standiford Field and within a 5-mile radius of Bowman Field extending 2 miles either side of the Standiford Field ILS localizer course from the localizer to the limits of the Fort Knox, Ky., restricted area, extending 2 miles either side of the 122° and 302° True radials of the Louisville omnirange from the Standiford Field control zone to a point 10 miles southeast of the omnirange station, and extending 2 miles either side of the 154° and 334° True radials of the Louisville omnirange from the Bowman Field control zone to a point 10 miles southeast of the omnirange station.

§ 601.2112 Madison, Wis., control zone.

Within a 5-mile radius of Truax Field, within 2 miles either side of the east course of the Madison radio range extending from the radio range station to a point 10 miles east, and within 2 miles of lines bearing 183° True and 03° True from the outer marker extending from the Truax Field control zone to a point 10 miles south of the outer marker.

§ 601.2113 Milwaukee, Wis., control zone.

Within a 5-mile radius of General Mitchell Field, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the front course of the Milwaukee ILS localizer extending from the localizer to a point 12 miles south of the ILS outer marker.

§ 601.2114 Minneapolis, Minn., control zone.

Within a 5-mile radius of the Minneapolis-St. Paul International Airport, within 2 miles either side of the southeast course of the Minneapolis radio range extending from the radio range station to a point 12 miles southeast, within 2 miles either side of the southeast (front) course of the Minneapolis ILS localizer extending from the localizer to a point 12 miles southeast of the outer marker, and within 2 miles either side of the northwest (back) course of the ILS localizer extending from the localizer to a point 17 miles northwest of the airport.

§ 601.2115 Minot, N. Dak., control zone.

Within a 5-mile radius of Port o'Minot Field, within 2 miles either side of the southeast course of the Minot radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 254° and 74° True radials of the Minot omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2116 Moline, Ill., control zone.

Within a 5-mile radius of Quad-City Airport, within 2 miles either side of the Quad-City ILS localizer west (front) course extending from the localizer to a point 12 miles west of the outer marker and within 2 miles either side of the ILS localizer east (back) course extending from the localizer to a point 12 miles east of its intersection with the 199° True radial of the Cordova, Ill., omnirange and within 2 miles either side of a line extending from the center of the approach end of Runway 4 through the Moline VOR to a point 12 miles southwest of the Moline VOR.

§ 601.2117 Muskegon, Mich., control zone.

Within a 5-mile radius of Muskegon County Airport and within 2 miles either side of the southeast course of the Muskegon radio range extending from the radio range station to a point 12 miles southeast.

§ 601.2118 Hampton Roads, Va., control zone.

Within a 5-mile radius of Langley AFB and within 2 miles either side of the extended centerline of Runway 25 extending from the 5-mile radius zone to a point 6 miles southwest of the Morrison nondirectional radio beacon, excluding the portion which overlaps restricted area R-49.

§ 601.2119 Peoria, Ill., control zone.

Within a 5-mile radius of Greater Peoria Airport, within 2 miles either side of the north course of the Peoria radio range extending from the radio range station to a point 12 miles north, and within 2 miles either side of the 102° True and 282° True radials of the Peoria omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2120 Rochester, Minn., control zone.

Within a 5-mile radius of Lobb Field extending 2 miles either side of the south course of the radio range to a point 10 miles south of the radio range station, and extending 2 miles either side of the 222° and 42° True radials of the Rochester omnirange from the Rochester Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2121 Rockford, Ill., control zone.

Within a 5-mile radius of Greater Rockford Airport, within 2 miles either side of a line extending from Greater Rockford Airport through the Rockford nondirectional radio beacon to a point 12 miles south of the nondirectional radio beacon, and within 2 miles either side of the 112° and 292° True radials of the Rockford omnirange extending from the 5-mile radius zone to a point 12 miles northwest of the omnirange station.

§ 601.2122 Detroit, Mich., control zone.

Within a 5-mile radius of the Metropolitan Wayne County Airport, within a 12-mile radius of the Willow Run Airport, within 2 miles either side of the front and back courses of the Willow Run ILS localizer extending from a point 12 miles southwest of the Willow Run outer marker to a point 12 miles northeast of the Ford nondirectional radio beacon, and within 2 miles either side of the front and back courses of the Wayne County ILS localizer extending from a point 12 miles southwest of the Wayne County ILS outer marker to a point 15½ miles northeast of the Wayne County ILS localizer. The pie-shaped area bounded on the north by a line 2 miles south of and parallel to the 282° True radial of the Willow Run TVOR and bounded on the south by a line 2 miles north of and parallel to the 252° Tru radial of the Willow Run TVOR is excluded.

§ 601.2123 South Bend, Ind., control zone.

Within a 5-mile radius of St. Joseph County Airport extending 2 miles either side of the west course of the South Bend radio range to the New Carlisle fan marker, extending 2 miles either side of the South Bend, Ind., ILS localizer course from the St. Joseph County Airport control zone to a point 10 miles east of the outer marker, and extending 2 miles either side of the 359° True radial of the South Bend omnirange to a point 10 miles north of the omnirange station.

§ 601.2124 Roswell, N. Mex., control zone.

Within a 15-mile radius of the Roswell radio range station and within 2 miles either side of the 220° True and 297° True radials of the Roswell omnirange extending from the omnirange station to points 10 miles southwest and northwest.

§ 601.2125 Terre Haute, Ind., control zone.

Within a 5-mile radius of Hulman Field, Terre Haute, Ind., within 2 miles either side of the Terre Haute VOR 002° radial extending from the 5-mile radius zone to a point 12 miles north of the VOR, and within 2 miles either side of the extended centerline of the Hulman Field northeast-southwest runway extending from the 5-mile radius zone to a point 12 miles northeast of the Terre Haute RBN.

§ 601.2126 Toledo, Ohio, control zone.

Within a 5-miles radius of Toledo Express Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker.

§ 601.2127 Youngstown, Ohio, control zone.

Within a 5-mile radius of the Youngstown Municipal airport, within 2 miles either side of the north course of the Youngstown radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a line bearing 135° True from the airport through the outer compass locator extending to a point 15 miles southeast of the airport, and within 2 miles either side of the 359° True radial of the Youngstown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2128 Wilmington, N.C., control zone.

Within a 5-mile radius of the New Hanover County Airport, within 2 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 2 miles either side of a line bearing 159° True extending from the ILS middle marker to a point 12 miles southeast of the middle marker.

§ 601.2129 Bowling Green, Ky., control zone.

Within a 5-mile radius of the Bowling Green Municipal Airport extending 2 miles either side of the southeast course of the Bowling Green radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 203° True radial of the Bowling Green omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2130 Atlanta, Ga., control zone.

Within a 5-mile radius of the Municipal Airport, within 2 miles either side of the southeast course of the Atlanta radio range from the radio range station to the Jonesboro fan marker, within 2 miles either side of the west (front) course of the ILS localizer extending from the localizer to a point 5 miles west of the ILS outer marker and within 2 miles either side of the east (back) course of the ILS localizer extending from the localizer to a point 13 miles east of the localizer, and within 2 miles either side of the 017° True and 197° True radials of the Atlanta omnirange extending from the 5-mile radius zone to a point 5 miles south of the omnirange station.

§ 601.2131 Augusta, Ga., control zone.

Within a 5-mile radius of Bush Field, Augusta, Ga., extending 2 miles either side of a direct line from Bush Field to the Augusta, Ga., radio range station and extending 2 miles either side of the west course of the Augusta radio range to a point 10 miles west of the radio range station and within 2 miles either side of the Augusta ILS localizer north (back) course extending to a point 8 miles north of the localizer.

§ 601.2132 Biloxi, Miss., control zone.

Within a 5-mile radius of Keesler AFB and within 2 miles either side of the northeast course of Keesler AFB radio range, extending 5 miles northeast of the radio range station.

§ 601.2133 Birmingham, Ala., control zone.

Within a 5-mile radius of Birmingham Airport, within 2 miles either side of the north course of the Birmingham radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS southwest localizer course extending from the localizer to the ILS outer marker.

§ 601.2134 Charleston, S.C., control zone.

Within a 5-mile radius of the Charleston Municipal Airport, within 2 miles either side of the Charleston RR northwest course extending to the Summerville FM, and within 2 miles either side of the Charleston VOR 341° radial extending to a point 10 miles northwest of the VOR.

§ 601.2135 Charlotte, N.C., control zone.

Within a 5-mile radius of Douglas Airport, within 2 miles either side of the south course of the Charlotte radio range extending from the radio range station to the Fort Mill fan marker, and within 2 miles either side of the Charlotte ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the 005° True and 185° True radials of the Charlotte omnirange extending from the 5-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2136 Newport News, Va., control zone.

Within a 5-mile radius of Patrick Henry Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker, excluding the portion which overlaps the Hampton Roads, Va. (Langley AFB) control zone.

§ 601.2137 Columbia, S.C., control zone.

Within a 5-mile radius of the Columbia Airport, within 2 miles either side of the east and west courses of the Columbia radio range extending from the airport to a point 5 miles east of the radio range station, and within 2 miles either side of the 325° True and 145° True radials of the Columbia omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station, and within a 5-mile radius of Owens Field, Columbia, S.C., and 2 miles either side of the southeast course of the Columbia radio range extending from the radio range station to a point 10 miles southeast.

§ 601.2138 Crestview, Fla., control zone.

Within a 5-mile radius of the Crestview Airport, within 2 miles either side of the east course of the Crestview radio range extending from the radio range station to a point 10 miles east, and within 2 miles either side of the 110° and 290° True radials of the Crestview omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2139 Cross City, Fla., control zone.

Within a 5-mile radius of the Cross City Airport, within 2 miles either side of the southeast course of the Cross City radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2140 Daytona Beach, Fla., control zone.

Within a 5-mile radius of the Daytona Beach Airport and within 2 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 10 miles west.

§ 601.2141 Dothan, Ala., control zone.

Within a 5-mile radius of the Dothan Airport.

§ 601.2142 Florence, S.C., control zone.

Within a 5-mile radius of the Florence Municipal Airport, within 2 miles either side of the southeast course of the Florence radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 51° True and 231° True radials of the Florence omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2143 Fort Myers, Fla., control zone.

Within a 5-mile radius of Page Field, Fort Myers, Fla., within 2 miles either side of a line bearing 220° True extending from the Fort Myers nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 224° True radial of the Fort Myers omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2144 Greensboro, N.C., control zone.

Within a 5-mile radius of the Greensboro High Point Airport, within 2 miles either side of the northeast course of the Greensboro radio range extending from the radio range station to a point 10 miles northeast, and within 2 miles either side of the 204° True radial of the Greensboro omnirange extending from the omnirange station to a point 10 miles southwest excluding the portion which overlaps the Smith-Reynolds Airport, Winston-Salem, N.C., control zone.

§ 601.2145 Greenville, S.C., control zone.

Within a 5-mile radius of the Greenville Airport and within 2 miles either side of the south course of Greenville, S.C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 Greenwood, Miss., control zone.

Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the east course of Greenwood, Miss., radio range extending 10 miles east of the radio range station and within 2 miles either side of the 066° True and 246° True radials of the Greenwood omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2147 Waterloo, Iowa, control zone.

Within a 5-mile radius of the Waterloo Municipal Airport, within 2 miles either side of the 78°, 120°, 200°, 238°, 314° and 356° radials of the Waterloo VOR extending from the VOR to points 12 miles east, southeast, south, southwest, northwest and north of the VOR, and within 2 miles either side of a 308° bearing from the Waterloo RBN extending to a point 12 miles northwest of the RBN.

§ 601.2148 Jackson, Miss., control zone.

Within a 5-mile radius of the Hawkins Airport, Jackson, Miss., within 2 miles either side of the north course of the Jackson RR extending to the Flora FM, and within 2 miles either side of the 195° and 015° radials of the Jackson VOR extending from the 5-mile radius zone to a point 10 miles northeast of the VOR.

§ 601.2149 Jacksonville, Fla., control zone.

Within a 5-mile radius of Imeson Airport, within 2 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 10 miles northeast, within 2 miles either side of the east course of the Jacksonville radio range extending from the radio range station to the Fort George Island fan marker and including the airspace within a 3-mile radius of Mayport Naval Station and within 2 miles either side of a line bearing 51° True extending from the Mayport NS nondirectional radio beacon to a point 10 miles northeast.

§ 601.2150 Key West Fla., control zone.

Within a 5-mile radius of Key West International Airport and within a 5-mile radius of Boca Chica Naval Air Station, Key West, Fla., within 2 miles either side of the west course of the Key West radio range extending from the radio range station to a point 10 miles west, within 2 miles either side of a 242° True bearing from the Key West radio range station extending from the Key West International Airport 5-mile radius zone to a point 10 miles southwest of the radio range station; within 2 miles either side of the 313° True and the 273° True radials of the Key West omnirange extending to points 10 miles northwest and west of the omnirange station.

§ 601.2151 Knoxville, Tenn., control zone.

Within a 5-mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

§ 601.2152 Macon, Ga., control zone.

Within a 5-mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

§ 601.2153 Melbourne, Fla., control zone.

Within a 5-mile radius of the Melbourne-Eau Gallie Airport and within a 5-mile radius of the Patrick AFB extending 2 miles either side of the north course of the Melbourne radio range from the radio range station to a point 10 miles north.

§ 601.2154 Memphis, Tenn., control zone.

Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Memphis, Tenn., radio range extending to the Nesbit fan marker and within 2 miles either side of the 109° True radial of the Memphis omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2155 Meridian, Miss., control zone.

Within a 5-mile radius of Key Field, Meridian, Miss., within 2 miles either side of the northwest course of the Meridian radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 314° True radial of the Meridian omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2156 Miami, Fla., control zone.

Within a 5-mile radius of the Miami International Airport, within 2 miles either side of the Miami ILS localizer west course extending from the 5-mile radius zone to a point 10 miles west of the ILS outer marker compass locator, and within 2 miles either side of the ILS localizer east course extending from the 5-mile radius zone to a point 10 miles east of the localizer and within 2 miles either side of the Miami VOR 138° radial extending from the 5-mile radius zone to the VOR.

§ 601.2157 Mobile, Ala., control zone.

Within a 5-mile radius of Bates Field, Mobile, Ala., and within 2 miles either side of the 112° and 292° True radials of the Mobile omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2158 Grandview, Mo., control zone.

Within a 5-mile radius of the Richards-Gebaur Air Force Base excluding the portion lying north of latitude 38°52′30″ and west of longitude 94°35′50″, and including the airspace within 2 miles either side of a line bearing 190° True extending from the Air Force Base to a point 10 miles south of the Richards-Gebaur nondirectional radio beacon.

§ 601.2159 Montgomery, Ala., control zone.

Within a 5-mile radius of Dannelly Field; within a 5-mile radius of Maxwell Air Force Base; within 2 miles either side of the north and west courses of the Maxwell AFB radio range extending from the radio range station to points 10 miles north and west of the station; within 2 miles either side of a line bearing 276° True from Dannelly Field through the Dannelly ILS outer marker to a point 5 miles west of the outer marker, and within 2 miles either side of the 321° True and 141° True radials of the Montgomery omnirange extending from the Dannelly Field control zone to a point 5 miles southeast of the omnirange station.

§ 601.2160 Muscle Shoals, Ala., control zone.

Within a 5-mile radius of the Muscle Shoals Airport and within 2 miles either side of the Muscle Shoals VOR 112° and 292° radials from the 5-mile radius zone to a point 12 miles SE of the VOR.

§ 601.2161 Nashville, Tenn., control zone.

Within a 5-mile radius of Berry Field and within 2 miles either side of the east course of Nashville, Tenn., radio range extending to the Mount Juliet fan marker.

§ 601.2162 Orlando, Fla., control zone.

Within a 5-mile radius of the Orlando Municipal Airport and within a 5-mile radius of McCoy AFB, and within 2 miles either side of a direct line extending from the McCoy AFB through the McCoy RBN to a point 10 miles south of the Air Force Base.

§ 601.2163 Pensacola, Fla., control zone.

Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station and within 2 miles either side of the ILS localizer northwest course extending from the localizer to a point 15 miles northwest.

§ 601.2164 Raleigh, N.C., control zone.

Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the southeast course of Raleigh, N.C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 Savannah, Ga., control zone.

Within a 5-mile radius of Travis Field including the airspace within a 5-mile radius of Hunter Air Force Base, within 2 miles either side of the centerline of the east-west runway of Hunter AFB extending from the end of the runway to a point 10 miles east, within 2 miles either side of the centerline of the east-west runway of Travis Field extending from the end of the runway to a point 10 miles west, within 2 miles either side of the northwest and southeast courses of the Savannah radio range extending from the Travis Field control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 245° True and 65° True radials of the Savannah omnirange extending from Travis Field to a point 10 miles northeast of the omnirange station.

§ 601.2166 Spartanburg, S.C., control zone.

Within a 5-mile radius of Spartanburg Municipal Airport and within 2 miles either side of the southwest course of Spartanburg, S.C., radio range, extending 10 miles southwest of the radio station.

§ 601.2167 Tallahassee, Fla., control zone.

Within a 5-mile radius of Dale Mabry Field and within 2 miles either side of the Tallahassee RR northwest course extending from the RR to a point 10 miles northwest.

§ 601.2168 Tampa, Fla., control zone.

That airspace within a 5-mile radius of the Tampa International Airport, within a 5-mile radius of McDill Air Force Base, within 2 miles either side of a line extending from the Tampa International Airport to the Tampa radio range station and within 2 miles either side of the southeast course of the Tampa radiorange extending to a point 10 miles southeast of the radio range station, within a 5-mile radius of the St. Petersburg-Clearwater International Airport and 2 miles either side of a line extending from St. Petersburg-Clearwater International Airport to the Tampa radio range station, and within 2 miles either side of the 340° True radial of the St. Petersburg VOR from the St. Petersburg-Clearwater International Airport control zone to a point 10 miles northwest of the VOR and that airspace within 5 miles either side of a direct line extending from the St. Petersburg-Clearwater International Airport to the Tampa International Airport.

§ 601.2169 Tri-City, Tenn., control zone.

Within a 5-mile radius of the Tri-City Airport and within 2 miles either side of the northeast course of Tri-City, Tenn., radio range extending 10 miles northeast of the radio range station.

§ 601.2170 West Palm Beach, Fla., control zone.

Within a 5-mile radius of West Palm Beach International Airport and within 2 miles either side of the west course of West Palm Beach, Fla., radio range extending 10 miles west of the radio range station.

§ 601.2171 Winston-Salem, N.C., control zone.

Within a 5-mile radius of Smith-Reynolds Airport and within 2 miles either side of the SE course of the Winston-Salem ILS localizer extending 12 miles SE of the ILS OM.

§ 601.2172 Alma, Ga., control zone.

Within a 5-mile radius of Alma Intermediate Field and within 2 miles either side of the northwest course of the Alma, Ga., radio range extending 10 miles northwest of the radio range station.

§ 601.2173 Bakersfield, Calif., control zone.

Within a 5-mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the northwest course of Bakersfield, Calif., radio range extending 11 miles northwest of the radio range station.

§ 601.2174 Burbank, Calif., control zone.

Within a 5-mile radius of the Lockheed Air Terminal, Burbank, including the airspace within a 5-mile radius of the San Fernando Valley Airport, Van Nuys, Calif., and the airspace within a 3-mile radius of the Grand Central Airport, Glendale, Calif.

§ 601.2175 El Centro, Calif., control zone.

Within a 5-mile radius of the Naval Air Station extending to and including a 2-mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

§ 601.2176 Fresno, Calif., control zone.

Within a 5-mile radius of Fresno Air Terminal and within a 3-mile radius of Fresno-Chandler Municipal Airport, and within 2 miles either side of the west and southeast courses of the Fresno radio range extending from the radio range station to points 10 miles west and southeast.

§ 601.2177 Las Vegas, Nev., control zone.

Within a 5-mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5-mile radius of the Las Vegas, Nev., Air Force Base.

§ 601.2178 Long Beach Calif., control zone.

That airspace within a 5-mile radius of Long Beach Municipal Airport including the airspace within a 5-mile radius of NAS Los Alamitos, Calif., and the airspace within 2 miles either side of the southeast course of the Long Beach radio range extending from the radio range station to a point 14 miles southeast, excluding the portion in conflict with El Toro MCAF control zone.

§ 601.2179 Los Angeles, Calif., control zone.

Within the circumference of a 5-mile radius circle centered on Los Angeles International Airport excluding the portion subtended by a chord drawn between the points of intersection of this circumference with the circumference of the Santa Monica, Calif., control zone (§ 601.2420); within 2 miles either side of the Los Angeles ILS localizer east course extending from the localizer to a point 6 miles east of the airport, and within 2 miles either side of a line bearing 338° True from the Los Angeles nondirectional radio beacon extending to the Burbank, Calif., control zone.

§ 601.2180 Oakland, Calif., control zone.

Within a 5-mile radius of the Metropolitan Oakland International Airport, within 2 miles on the northeast side and 5 miles on the southwest side of the northwest course of the Oakland radio range extending from the radio range station to a point 10 miles northwest, within 8 miles on the northwest side and 3¾ miles on the southeast side of the southwest course of the Oakland radio range extending from the radio range station to a point 6 miles southwest, and within 2 miles on the southwest side and 7 miles on the northeast side of the southeast course of the Oakland radio range extending from the radio range station to the Fremont fan marker.

§ 601.2181 Ogden, Utah, control zone.

Within a 5-mile radius of Hill Air Force Base, Ogden, Utah, including the airspace within a 5-mile radius of the Ogden Municipal Airport, and within 2 miles either side of the 345° True and 166° True radials of the Ogden omnirange extending to a point 10 miles north of the omnirange station and southward to the Layton, Utah, fan marker.

§ 601.2182 Palmdale, Calif., control zone.

Within a 5-mile radius of Palmdale Airport and within 2 miles either side of the northeast course of the Palmdale radio range extending from the radio range station to Muroc Lake Restricted Area R-279.

§ 601.2183 Grand Junction, Colo., control zone.

Within a 5-mile radius of Walker Field, Grand Junction, Colo., within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles northwest.

§ 601.2184 Prescott, Ariz., control zone.

Within a 5-mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the southeast course of Prescott, Ariz., radio range to and including the area within a 2-mile radius of Prescott radio range station.

§ 601.2185 Sacramento, Calif., control zone.

The airspace within circles of 5-mile radii centered on the Sacramento Municipal Airport and the McClellan Air Force Base and within lines drawn tangent thereto, including the airspace within 2 miles either side of the southwest course of the Sacramento radio range extending from the radio range station to a point 10 miles southwest and within 2 miles either side of a line bearing 358° True extending from McClellan AFB to Red Federal airway No. 76.

§ 601.2186 San Diego, Calif., control zone.

Within a 5-mile radius of Lindbergh Field, within 2 miles either side of the north course of the San Diego radio range extending from the radio range station to the La Jolla fan marker and within 2 miles either side of the south course of the radio range extending from the radio range station to a point 13 miles south, within 2 miles either side of the 287° True radial of the San Diego terminal omnirange extending from the terminal omnirange station to a point 10 miles northwest, and within 2 miles either side of a 125° bearing extending from the North Island Naval Air station to a point 8 miles southeast.

§ 601.2187 San Francisco, Calif., control zone.

Within a 5-mile radius of the San Francisco International Airport, within 2 miles on the southwest side of the 309° True radial of the San Francisco terminal omnirange extending from the terminal omnirange station to a point 6½ miles northwest, within 6½ miles on the northwest side and 11 miles on the southeast side of the 038° True radial of the San Francisco terminal omnirange extending from the terminal omnirange station to a point 9 miles northeast, and within 2 miles on the southwest side of the 125° True radial of the San Francisco terminal omnirange extending from the terminal omnirange station to a point 8¼ miles southeast. The portions of the control zone which overlap the Oakland, Calif., control zone are excluded.

§ 601.2188 Salt Lake City, Utah, control zone.

Within a 5-mile radius of Municipal Airport No. 1, within 2 miles either side of the north course of Salt Lake City, Utah, radio range, extending to Layton fan marker and within 2 miles either side of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 Olathe, Kans., control zone.

Within a 10-mile radius of the Naval Air Station excluding that portion which lies within Green Federal airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

§ 601.2190 Atlantic City, N.J., control zone.

Within a 7-mile radius of the NAFEC, extending 2 miles on the southwest side of the southeast course of the Atlantic City, N.J., radio range to and including the airspace bounded on the west by a line bearing 174° True from the NAFEC, bounded on the southeast by a line lying 3 nautical miles off-shore, and bounded on the northeast by a line bearing 112° True from the NAFEC.

§ 601.2191 Zanesville, Ohio, control zone.

Within a 5-mile radius of the Zanesville Municipal Airport and within 2 miles either side of a line bearing 210° True from the Municipal Airport extending from the airport to a point 10 miles southwest.

§ 601.2192 Ontario, Calif., control zone.

Within a 5-mile radius of the Ontario International Airport and within 2 miles either side of a line bearing 89° True extending from the airport to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2193 Kahului, Hawaii, control zone.

Within a 5-mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

§ 601.2194 Hilo, Hawaiii, control zone.

Within a 5-mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the Hilo radio range to a point 10 miles east of the radio range station.

§ 601.2195 Windsor Locks, Conn., control zone.

Within a 5-mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

§ 601.2196 Wilmington, Del., control zone.

Within a 5-mile radius of the New Castle County Airport, Wilmington, Del., within 2 miles either side of the New Castle RR south course extending from the RR to a point 10 miles south, and within 2 miles either side of a 235° bearing extending from the New Castle VOR to a point 10 miles southwest of the VOR.

§ 601.2197 Morgantown, W. Va., control zone.

Within a 5-mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

§ 601.2198 Montpelier, Vt., control zone.

Within a 5-mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

§ 601.2199 Syracuse, N.Y., control zone.

Within a 5-mile radius of the Clarence E. Hancock Airport, within 2 miles either side of the Syracuse ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker, within 2 miles either side of a direct line extending westward from the airport to the Syracuse radio range station thence within 2 miles either side of the west course of the radio range extending from the radio range station to a point 10 miles west, and the airspace within 2 miles either side of the 120° True and 300° True radials of the Syracuse omnirange extending to a point 10 miles northwest of the omnirange station.

§ 601.2200 Allentown, Pa., control zone.

Within a 5-mile radius of Allentown-Bethlehem-Easton Airport and within 2 miles either side of the northeast course of the Allentown radio range extending from the radio range station to a point 10 miles northeast; within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker, and within 2 miles either side of the 347° True radial of the Allentown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2201 Williamsport, Pa., control zone.

Within a 5-mile radius of the Lycoming County Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

§ 601.2202 Philadelphia, Pa., control zone.

Within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

§ 601.2203 Martinsburg, W. Va., control zone.

Within a 5-mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10 miles southwest of the radio range station.

§ 601.2204 Presque Isle, Maine, control zone.

Within a 5-mile radius of the Presque Isle Airport extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

§ 601.2205 Chincoteague, Va., control zone.

Within a 5-mile radius of the NASA Wallops Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within restricted areas.

§ 601.2206 New York, N.Y., control zone.

Within a 5-mile radius of LaGuardia Field extending 5 miles to either side of the northeast course of the LaGuardia field radiorange to the Port Chester fan marker.

§ 601.2207 White Plains, N.Y., control zone.

Within a 5-mile radius of the Westchester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2208 Stockton, Calif., control zone.

Within a 5-mile radius of the Stockton Field Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radiorange station.

§ 601.2209 Tucson, Ariz., control zone.

Within a 5-mile radius of Tucson Municipal Airport, within a 5-mile radius of Davis-Monthan Air Force Base and within 2 miles either side of the 130° True radial of the AFB TACAN extending from the TACAN facility to a point 10 miles southeast.

§ 601.2210 Santa Barbara, Calif., control zone.

Within a 5-mile radius of Santa Barbara Municipal Airport and within 2 miles either side of a 270° bearing extending from the airport to a point 13 miles west of the airport.

§ 601.2211 Beeville, Tex., control zone.

Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., and within 2 miles either side of a line bearing 139° True from Chase Field extending to a point 8 miles south of Chase Field and within 2 miles either side of a direct line extending from Chase Field to the Normanna nondirectional radio beacon.

§ 601.2213 Salina, Kans., control zone.

Within a 5-mile radius of the Schilling AFB including the airspace within a 5-mile radius of the Salina Municipal Airport, and within 2 miles either side of the Schilling AFB TVOR 180° radial extending from the TVOR to a point 10 nautical miles south, within 2 miles either side of the Salina VOR 142° and 322° radials extending from the Salina Municipal Airport to a point 10 miles northwest of the VOR, and within 2 miles either side of the Salina VOR 010° and 190° radials extending from the Schilling AFB to a point 10 miles north of the VOR including the airspace lying in a clockwise direction between the Salina VOR 322° and 010° radials within a 10-mile radius of the Salina VOR.

§ 601.2214 Goodland Kans., control zone.

Within a 5-mile radius of the Goodland, Kans., Municipal Airport and within 2 miles either side of the 22° True radial of the Goodland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2215 San Juan, P.R., control zone.

Within an 8-mile statute mile radius of a point at latitude 18°27′00″ N., longitude 66°03′00″ W., and within 2 miles either side of a 277° True bearing extending from the San Pat RBN to a point 10 miles west.

§ 601.2216 Seattle, Wash., control zone.

Within a 5-mile radius of the Naval Air Station extending 1½ miles either side of a track 341° True to a point 7 miles northwest of the airport excluding that portion west of a line connecting latitude 47°44′00″, longitude 122°-20′10″ and latitude 47°37′00″, longitude 122°19′10″.

§ 601.2217 Aberdeen, S. Dak., control zone.

Within a 5-mile radius of the Aberdeen Municipal Airport (Saunders Field), within 2 miles either side of the south course of the Aberdeen radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the 131° True radial of the Aberdeen omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2218 Sioux Falls, S. Dak., control zone.

Within a 5-mile radius of Sioux Falls Municipal Airport (Foss Field), within 2 miles either side of the northwest course of the Sioux Falls radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the 336° True radial of the Sioux Falls omnirange extending from the omnirange station to a point 12 miles northwest, and within 2 miles either side of the northeast (back) course of the Sioux Falls ILS localizer extending from the localizer to a point 16 miles northeast.

§ 601.2219 Cedar Rapids, Iowa, control zone.

Within a 5-mile radius of the Cedar Rapids Municipal Airport and within 2 miles either side of a line bearing 266° True extending from the airport to a point 10 miles west, and within 2 miles either side of a line bearing 90° True extending from the airport to a point 10 miles east, and within 2 miles either side of the 093° and 274° True radials of the Cedar Rapids omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2220 Lubbock, Tex., control zone.

Within a 5-mile radius of Lubbock Municipal Airport, within a 5-mile radius of Reese AFB, within 2 miles either side of the east course of the Lubbock radio range extending from Lubbock

Municipal Airport to the radio range station and within 2 miles either side of the north course of the radio range extending from the radio range station to the Roundup fan marker, within 2 miles either side of the 302° True and 122° True radials of the Lubbock omnirange extending from the Lubbock airport control zone to a point 10 miles northwest of the omnirange station and within 2 miles either side of a 180° True Track from the Lubbock ILS outer marker compass locator extending from the outer marker compass locator to the airport control zone boundary.

§ 601.2221 La Crosse, Wis., control zone.

Within a 5-mile radius of the La Crosse Municipal Airport, within 2 miles either side of the northwest and southeast courses of the La Crosse RR extending from the 5-mile radius zone boundary to a point 10 miles northwest of the RR, and within 2 miles either side of the La Crosse TVOR 227° radial extending from the TVOR to a point 10 miles southwest of the airport.

§ 601.2222 Austin, Tex., control zone.

Within a 10-mile radius of Robert Mueller Airport including a 5-mile radius of Bergstrom AFB and within 2 miles either side of the 04° True radial of the Austin omnirange extending from the omnirange station to a point 10 miles north and within 2 miles either side of the centerline of the Bergstrom AFB north-south runway extending from the Air Force Base 5-mile radius zone to a point 3 miles south of the Bergstrom nondirectional radio beacon.

§ 601.2223 Charleston, W. Va., control zone.

Within a 5-mile radius of the Kanawha County Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles northeast of the outer marker, and within 2 miles either side of the east and west courses of the Charleston, W. Va., radio range extending from the localizer course to a point 10 miles west of the radio range station, and within 2 miles either side of a direct line extending from the center of the Kanawha County Airport to the Charleston VOR.

§ 601.2224 Anderson, S.C., control zone.

Within a 5-mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S.C., radio range to a point 10 miles southwest of the Anderson Airport.

§ 601.2225 Mansfield, Ohio, control zone.

Wtihin a 5-mile radius of the Mansfield Municipal Airport and within 2 miles either side of the 322° and 142° True radials of the Mansfield omnirange extending from the 5-mile radius zone to a point 10 miles northwest of the omnirange station.

§ 601.2226 Springfield, Ill., control zone.

Within a 5-mile radius of Capital Airport, Springfield, Ill., within 2 miles either side of the northeast and southwest courses of the Springfield radio range extending from the airport to a point 12 miles southwest of the radio range station, within 2 miles either side of the 40° True radial of the Springfield omnirange extending from the omnirange station to a point 12 miles northeast, and within 2 miles either side of 42° True and 222° True bearings from the ILS outer compass locator extending from the 5-mile radius zone to a point 12 miles southwest of the outer compass locator.

§ 601.2227 Dover, Del., control zone.

Within a 6-mile radius of Dover Air Force Base, within 2 miles either side of the Dover ILS localizer course extending from the Air Force Base to a point 10 miles south of the ILS localizer outer marker, and within 2 miles either side of a line bearing 126° True extending from the Dover AFB nondirectional radio beacon to a point 10 miles southeast, excluding the portion which overlaps restricted area (R-12).

§ 601.2228 Fairbanks, Alaska, control zone.

Within a 5-mile radius of Ladd Air Force Base, within a 5-mile radius of Fairbanks International Airport, and within 5 miles either side of a line bearing 39° True extending from the Fairbanks International Airport to the ILS outer marker.

§ 601.2229 Fairfield, Calif., control zone.

Within a 5-mile radius of Travis Air Force Base, within 2 miles either side of the southwest course of the Travis AFB radio range extending from the Air Force Base to a point 20 miles southwest of the AFB, and within 3 miles either side of the southwest and northeast courses of the radio range extending from the Air Force Base to a point 15 miles of northeast of the AFB.

§ 601.2230 Brunswick, Ga., control zone.

Within a 5-mile radius of McKinnon Airport, within 2 miles either side of a line bearing 226° True extending from the Brunswick nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 23° True and 203° True radials of the Brunswick omnirange extending from the five-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2231 Vero Beach, Fla., control zone.

Within a 5-mile radius of Vero Beach Municipal Airport and within 2 miles either side of a line bearing 291° True extending from the Vero Beach nondirectional radio beacon to a point 10 miles west.

§ 601.2232 Norfolk, Va., control zone.

Within a 5-mile radius of the Naval Air Station and within 2½ miles either side of the west course of the Norfolk, Va., Navy radio range extending to a point 2½ miles west of the Eclipse Fan Marker excluding the portion overlapping the Norfolk Municipal Airport control zone.

§ 601.2233 Quonset Point, R.I., control zone.

Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Providence, R.I., control zone.

§ 601.2234 Miami, Fla., control zone.

Within a 5-mile radius centered on the NARF Miami, Fla. (Opa Locka Airport), and within 2 miles either side of 101° True bearing extending from the Miami RBN to the 5-mile radius zone, excluding the portion which lies within the Miami International Airport control zone (§ 601.2156).

§ 601.2235 Truth or Consequences, N. Mex., control zone.

Within a 5-mile radius of the Truth or Consequences Municipal Airport extending 2 miles either side of the 13° True radial of the Truth or Consequences omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2236 Whidbey Island, Wash., control zone.

Within a 5-mile radius of the Naval Air Station (Ault Field) extending to and including a 5-mile radius of the Whidbey Island Seaplane Base (Oak Harbor), Wash., excluding that portion lying within restricted areas.

§ 601.2237 Dyersburg, Tenn., control zone.

Within a 5-mile radius of the Dyersburg Municipal Airport and within 2 miles either side of a line bearing 95° True extending from the Dyersburg nondirectional radio beacon to a point 10 miles east of the Dyersburg Municipal Airport and within 2 miles either side of the 78° True radial of the Dyersburg omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2238 New York, N.Y., control zone.

Within a 5-mile radius of New York International Airport including a 5-mile radius of Floyd Bennett NAS, within 2 miles either side of a line bearing 121° True extending from the Idlewild nondirectional radio beacon to its intersection with the southwest course of the Hempstead radio range, within 2 miles either side of a line bearing 211° True extending from the Idlewild nondirectional radio beacon to its intersection with the northeast course of the Philadelphia, Pa., radio range, and within 2 miles either side of a direct line extending from the Scotland, N.Y., nondirectional radio beacon to the Floyd Bennett Naval Air Station.

§ 601.2239 Cordova, Alaska, control zone.

Within a 5-mile radius of the Cordova (Mile 13) Airport, within 5 miles either side of a line extending from the airport to the Cordova (localizer) radio range station and within 5 miles either side of the southeast and southwest courses of the Cordova (localizer) radio range extending from the radio range station to Amber Federal airway No. 1.

§ 601.2240 Milton, Fla., control zone.

Within a 5-mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

§ 601.2241 Macon, Ga., control zone.

Within a 5-mile radius of Robbins AFB excluding that portion overlapping the Cochran Field control zone.

§ 601.2242 Lexington, Ky., control zone.

Within a 5-mile radius of the Blue Grass Airport, Lexington, Ky., within 2 miles either side of a line bearing 222° True from the Lexington nondirectional radio beacon to a point 10 miles southwest of the non-directional beacon and within 2 miles either side of the 303° and 123° True radials of the Lexington omnirange extending from the Blue Grass Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2243 Hempstead, N.Y., control zone.

Within a 5-mile radius of Mitchel Air Force Base extending 2 miles either side of the southeast course of the Hempstead, N.Y., radio range to the Babylon fan marker.

§ 601.2244 Quantico, Va., control zone.

Within a 5-mile radius of the Marine Corps Air Station, excluding that portion overlapping restricted areas.

§ 601.2245 Chanute, Kans., control zone.

Within a 5-mile radius of the Chanute Airport, within 2 miles either side of the east course of the Chanute radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 62° True and the 242° True radials of the Chanute omnirange extending from the airport to a point 12 miles southwest of the omnirange station.

§ 601.2246 Oklahoma City, Okla., control zone.

Within a 5-mile radius of Will Rogers Municipal Airport including the airspace within 2 miles either side of the west course of the Oklahoma City radio range extending from the radio range station to the Mustang fan marker; within 2 miles either side of the south (front) course of the ILS localizer extending to a point 5 miles south of the ILS outer marker and within 2 miles either side of the north (back) course of the ILS localizer extending to a point 5 miles north of Tulakes nondirectional radio beacon; within 2 miles either side of the 107° True and 287° True radials of the Oklahoma City omnirange extending from the 5-mile radius zone to a point 5 miles west of the omnirange station; within a 5-mile radius of Tulakes Airport and within 2 miles either side of the 50° True radial of the Oklahoma City omnirange extending between the Tulakes Airport 5-mile radius zone and the omnirange station; within 2 miles either side of a direct line between the Will Rogers Municipal Airport and Tinker Air Force Base including a 5-mile radius of Tinker AFB, and including the airspace lying within 5 miles on the east side and 3 miles on the west side of the centerline of the Tinker AFB north-south runway (runway 35/17) extending from the center of the runway to points 15 miles north of and 8 miles south of the ends of the runway.

§ 601.2247 Abilene, Tex., control zone.

Within a 5-mile radius of Abilene Municipal Airport, within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north; within 2 miles either side of a direct line extending from the Abilene radio range station to and including a 5-mile radius of Dyess Air Force Base; within 2 miles either side of the 292° True and 112° True radials of the Abilene omnirange extending from the Abilene Municipal Airport 5-mile radius zone to a point 5 miles northwest of the omnirange station; within 2 miles either side of the 354° True radial of the Abilene omnirange extending from the omnirange station to a point 10 miles north; and within 2 miles either side of the center line of Dyess AFB north/south runway 16/34 extending to a point 10 miles south of the end of the runway.

§ 601.2248 San Antonio, Tex., control zone.

Within a 5-mile radius of the San Antonio Airport extending 2 miles either side of the north course of the San Antonio radio range to the Cibolo Creek fan marker.

§ 601.2249 Corpus Christi, Tex., control zone.

Within a 3-mile radius of Cliff Maus Airport, within 2 miles either side of the northwest course of the Corpus Christi RR extending from the RR to the Odem FM, and within 2 miles either side of the Corpus Christi VOR 178° and 358° radials extending from the 3-mile radius zone to a point 10 miles north of the VOR.

§ 601.2250 Tyler, Tex., control zone.

Within a 5-mile radius of Pounds Field and within 2 miles either side of a 283° True bearing extending from the Tyler nondirectional radio beacon to a point 5 miles northwest of the nondirectional radio beacon.

§ 601.2251 Albany, Ga., control zone.

Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the 155° True and 335° True radials of the Albany omnirange extending from the Municipal Airport control zone to a point 10 miles northwest of the omnirange station, within a 5-mile radius of Turner Air Force Base, within 2½ miles either side of a line extending from Turner AFB to the Doles nondirectional beacon, and within 2 miles either side of the east and south courses of the Albany radio range extending from the radio range station to points 10 miles east and south of the radio range station.

§ 601.2252 El Toro, Calif., control zone.

Within a 5-mile radius of a point centered at latitude 33°40′34″, longitude 117°43′50″ on the El Toro MCAS, including a 3-mile radius of a point centered at latitude 33°42′20″, longitude 117°49′30″ on the Santa Ana MCAF, and including a 3-mile radius of a point centered at latitude 33°40′20″, longitude 117°52′20″, and within 2 miles either side of a line bearing 175° from the El Toro VOR extending from the VOR to a point 8 miles south.

§ 601.2253 Sedalia, Mo., control zone.

Within a 5-mile radius of Whiteman Air Force Base and within 2 miles either side of a line bearing 191° True from the Air Force Base extending to a point 20 miles southwest of the AFB.

§ 601.2254 Falmouth, Mass., control zone.

Within a 5-mile radius of Otis Air Force Base and within 2 miles either side of a line bearing 39° True extending from the Otis AFB to a point 10 miles northeast of the Air Force Base, excluding the portion which overlaps Camp Edwards Restricted Area (R-14).

§ 601.2255 Aguadilla, P.R., control zone.

Within a 10-mile radius of Ramey Air Force Base, Aguadilla, P.R., and within 2½ miles either side of the extended center line of the Ramey AFB east-west runway extending to points 12 miles east and west of the runway ends.

§ 601.2256 Parkersburg, W. Va., control zone.

Within a 5-mile radius of Wood County Airport and within 2 miles either side of the 29° and 209° True radials of the Parkersburg omnirange extending from the airport to a point 10 miles northeast of the omnirange station.

§ 601.2257 Rantoul, Ill., control zone.

Within a 5-mile radius of Chanute Air Force Base, Rantoul, Ill., and within 2 miles either side of the 270° True and 90° True radials of the Chanute omnirange extending from the 5-mile radius zone to a point 12 miles east of the omnirange station.

§ 601.2258 Wichita Falls, Tex., control zone.

Within a 5-mile radius of Shepherd AFB/Municipal Airport, within 2 miles either side of the centerline of the southeast/northwest runway extending from the 5-mile radius zone boundary to a point 10 miles southeast of the Wichita Falls ILS OM compass locator, and within 2 miles either side of the Wichita Falls VOR 286° radial extending from the 5-mile radius zone boundary to a point 10 miles west of the VOR.

§ 601.2259 Kodiak, Alaska, control zone.

Within a 5-mile radius of the Kodiak Naval Air Base, Kodiak, Alaska, extending 2 miles either side of the southwest course of the Kodiak radio range to the radio range station.

§ 601.2260 Fort Smith, Ark., control zone.

Within a 5-mile radius of the Fort Smith Municipal Airport extending 2 miles either side of a track 8° True to a point 10 miles north of the airport and within 2 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the airport to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the 81° True course of the Fort Smith ILS localizer extending from the airport to a point 12 miles east.

§ 601.2261 Yakataga, Alaska, control zone.

Within a 5-mile radius of the Yakataga Airport, within 5 miles either side of the southeast and southwest courses of the Yakataga radio range extending from the radio range stations to Amber Federal airway No. 1.

§601.2262 Honolulu, Hawaii, control zone.

Within a 5-mile radius of Honolulu International Airport, within a 3-mile radius of the Barber's Point Naval Air Station and within 2 miles either side of the west course of the Honolulu radio range extending to a point 10 miles west of the radio range station.

§ 601.2263 Lafayette, La., control zone.

Within a 5-mile radius of Lafayette Airport, within 2 miles either side of the 172° True radial of the Lafayette omnirange extending from the omnirange station to a point 10 miles south, and within 2 miles either side of a line bearing 187° True from the Lafayette non-directional radio beacon extending from the non-directional radio beacon to a point 10 miles south.

§ 601.2264 Spokane, Wash., control zone.

Within a 5-mile radius of Geiger Field to and including a 5-mile radius of Fairchild AFB, Spokane, Wash.

§ 601.2265 Wright-Patterson AFB, Ohio, control zone.

Within a 5-mile radius of Patterson Field including a 5-mile radius of Wright Field, within 2 miles either side of the south course of the Wright-Patterson AFB radio range extending from the radio range station to the Fairfield Fan Marker and within 2 miles either side of a 31° True bearing extending from the Wright-Patterson AFB radio range to a point 10 miles northeast of Patterson Field.

§ 601.2266 Springfield, Ohio, control zone.

Within a 5-mile radius of the Springfield Municipal Airport extending 2 miles either side of a 51° True track from the end of the northeast-southwest runway to a point 10 miles northeast of the Springfield Airport.

§ 601.2267 Baltimore, Md., control zone.

Within a 5-mile radius of the Baltimore, Md., Friendship International Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles west of the outer marker.

§ 601.2268 Ottumwa, Iowa, control zone.

Within a 5-mile radius of Ottumwa Municipal Airport and within 2 miles either side of the 311° and 131° True radials of the Ottumwa omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2269 Fort Dix., N.J., control zone.

Within a 7-mile radius of the McGuire AFB and within 5 miles either side of the southwest course of the McGuire AFB RR extending from the RR to a point 10 miles southwest, excluding the portions which lie within the geographic limits of the Fort Dix Restricted Area (R-25) at all times and all altitudes. The portions of this control zone which lie within the Wrightstown, N.J., (McGuire AFB) Restricted Area/Military Climb Corridor (R-539) shall be used only after obtaining prior approval from the controlling agency.

§ 601.2270 Enid, Okla., control zone.

Within a 5-mile radius of Vance AFB, Enid, Okla., within 2 miles either side of a line bearing 44° True extending from the Vance AFB nondirectional radio beacon to a point 10 miles northeast, and within 2 miles either side of a line extending from the Vance AFB through the Vance AFB omnirange station to a point 10 miles northwest of the Vance AFB omnirange station.

§ 601.2271 Saginaw, Mich., control zone.

Within a 5-mile radius of the Tri City Airport, Saginaw, Mich., extending 2 miles either side of a track 347° True from the Saginaw nondirectional radio beacon to a point 10 miles north of the nondirectional radio beacon and within 2 miles either side of the 35°, 107°, 147°, 235°, 257°, and 310° True radials of the Saginaw omnirange extending from the omnirange station to points 12 miles northeast, east, southeast, southwest, west and northwest of the omnirange station.

§ 601.2272 Wake Island control zone.

Within a 5-mile radius of Wake Island centered on a point at latitude 19°18'00'' N., longitude 166°38'00'' E. within 2 miles either side of a 101° True bearing extending from the Wake HHW RBN (latitude 19°18'18'' N., longitude 166°38'22'' E.), to a point 10 miles east, and within 2 miles either side of the 286° and 096° radials of the Wake Island VOR (latitude 19°16'60'' N., longitude 166°38'15'' E.) extending from the VOR to points 10 miles west and east of the VOR.

§ 601.2273 Cincinnati, Ohio, control zone.

Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky., extending 2 miles either side of the front course of the Cincinnati ILS localizer to its intersection with the southwest course of the Cincinnati radio range, extending 2 miles either side of the back course of the Cincinnati ILS localizer to its intersection with the northwest course of the Cincinnati radio range, and extending 2 miles either side of the 223° True radial of the Cincinnati omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2275 Pensacola, Fla., control zone.

Within a 5-mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding the portion which overlaps Pensacola Municipal Airport control zone (§ 601.2163).

§ 601.2276 Westover, Mass., control zone.

Within a 5-mile radius of Westover AFB extending 2 miles either side of the northeast course of the Westover AFB (Chicopee) radio range to a point 10 miles northeast of the Quabbin fan marker, excluding that portion which overlaps the Barnes Airport, Westfield, Mass., control zone, and excluding the airspace within ½ mile, radius of the Springfield, Mass., Municipal Airport.

§ 601.2277 Carlsbad, N. Mex., control zone.

Within a 5-mile radius of Carlsbad Airport and within 2 miles either side of the 345° and 165° True radials of the Carlsbad omnirange extending from the airport control zone to a point 3 miles southeast of the omnirange station.

§ 601.2278 New Bedford, Mass., control zone.

Within a 5-mile radius of the New Bedford Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the localizer.

§ 601.2279 Anchorage, Alaska, control zone.

That airspace within a 5-mile radius of Elmendorf Air Force Base, within 5 miles either side of a direct line from the Elmendorf AFB to and including a 5-mile radius of Anchorage International Airport, and within 2 miles either side of the ILS localizer course extending from the Anchorage International Airport to a point 10 miles beyond the outer marker, excluding the portion which overlaps restricted area (R-348). The portion of this control zone which lies within the Anchorage, Alaska, Elmendorf AFB Restricted Area/Military Climb Corridor (R-561) shall be used only after obtaining prior approval from the controlling agency.

§ 601.2280 Hobbs, N. Mex., control zone.

Within a 15-mile radius of Lea County Airport, Hobbs, N. Mex., within 2 miles either side of the north course of the Hobbs radio range extending to a point 10 miles north of the radio range station and within 2 miles either side of the 45° True radial of the Hobbs omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2281 Tacoma, Wash., control zone.

Within a 5-mile radius of McChord Air Force Base and within 2 miles either side of the north course of the McChord radio range extending from the Air Force Base to the radio range station, excluding the portions from the surface upwards which are in conflict with and overlap restricted areas R-503 and R-504.

§ 601.2282 Mt. Clemens, Mich., control zone.

Within a 7-mile radius of Selfridge AFB extending 2 miles either side of the north course of the Selfridge AFB radio range to a point 10 miles north of the radio range station.

§ 601.2283 Atlanta, Ga., control zone.

Within a 5-mile radius of the Dobbins AFB/Atlanta NAS, within 2 miles either side of the extended centerline of the northwest/southeast runway (Runway 10) extending from the end of the runway to a point 5 miles northwest of the Lost Mountain RBN, and within 2 miles either side of a line bearing 289° True from a point at latitude 33°52′15″, longitude 84°21′58″ extending from the Dobbins AFB/Atlanta NAS control zone boundary to the Chamblee, Ga., control zone boundary.

§ 601.2284 Traverse City, Mich., control zone.

Within a 5-mile radius of Traverse City Municipal Airport, within 2 miles either side of the southeast course of the Traverse City radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 348°/168° True radials of the Traverse City omnirange extending from the airport to a point 12 miles south of the omnirange station.

§ 601.2285 Victorville, Calif., control zone.

Within a 5-mile radius of George AFB, Victorville, Calif., extending 2 miles either side of a track bearing 360° True from the George AFB to a point 15 miles north.

§ 601.2286 Columbus, Ga., control zone.

Within a 5-mile radius of Muscogee County Airport including the airspace within 2 miles either side of the northeast course of the Columbus radio range extending southward to include a 5-mile radius of the Lawson Army Airfield, within 2 miles either side of the southwest course of the Columbus radio range extending from the radio range station to a point 10 miles southwest, and within 2 miles either side of the 150° and 330° True radials of the Columbus omnirange extending from the Muscogee County Airport to a point 3 miles northwest of the omnirange station. The portions of this control zone which overlap restricted area R-129 are excluded.

§ 601.2287 San Antonio, Tex., control zone.

Within a 5-mile radius of Randolph Air Force Base and within 5 miles either side of a line extending from the Air Force Base to the La Vernia nondirectional radio beacon.

§ 601.2288 Longview, Tex., control zone.

Within a 5-mile radius of Gregg County Airport, within 2 miles either side of a line bearing 188° True from the airport extending from the airport to a point 10 miles south, and within 2 miles either side of the 313° True radial of the Gregg County, Tex., omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2289 Houghton, Mich., control zone.

Within a 5-mile radius of the Houghton County Airport extending 2 miles either side of the north course of the Houghton radio range to a point 10 miles north of the radio range station.

§ 601.2290 Grand Marais, Mich., control zone.

Within a 5-mile radius of Grand Marais Airport extending 2 miles either side of the west course of the Grand Marais radio range to a point 10 miles west of the radio range station.

§ 601.2291 Sault Ste. Marie, Mich., control zone.

Within a 10-mile radius of Kincheloe AFB, Sault Ste. Marie, Mich., extending 5 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS outer marker compass locator, excluding that portion which lies outside the continental United States.

§ 601.2292 Oceana, Va., control zone.

Within a 5-mile radius of the Oceana Virginia Naval Auxiliary Air Station excluding the portion overlapping restricted areas.

§ 601.2293 Chicago, Ill., control zone.

Within a 5-mile radius of the Chicago O'Hare International Airport extending 2 miles either side of the O'Hare ILS localizer course to a point 10 miles northwest of the O'Hare outer marker and within 2 miles either side of the 332° radial of the Chicago (O'Hare) VOR extending from the VOR to a point 12 miles northwest.

§ 601.2294 Nantucket, Mass., control zone.

Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the 45° True radial of the Nantucket omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2295 Camp Springs, Md., control zone.

Within a 5-mile radius of Andrews AFB, and within 2½ miles either side of the north course of the Andrews AFB RR extending from the RR to the 5-mile radius zone, excluding the portion bounded on the northeast by a line 1¼ miles northeast of and parallel to the NW/SE Runway of Hyde Field, Clinton, Md., and bounded on the northwest and southeast by lines 1¼ miles northwest of and southeast of and parallel to the runway ends, and excluding the portion which overlaps the Washington National Airport control zone.

§ 601.2296 Valparaiso, Fla., control zone.

Within a 5-mile radius of Eglin Air Force Base and within 2 miles either side of a line extending from the Eglin AFB through the Eglin AFB nondirectional radio beacon to a point 2 miles south of the nondirectional radio beacon.

§ 601.2297 Jackson, Mich., control zone.

Within a 5-mile radius of Reynolds Airport, Jackson, Mich., extending 2 miles either side of a line bearing 313° True from the Jackson, Mich., nondirectional radio beacon to a point 10 miles northwest.

§ 601.2298 Omaha, Nebr., control zone.

Within a 5-mile radius of Offutt AFB and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., nondirectional radio beacon extending from the Offutt AFB to a point 10 miles southwest of Offutt AFB and within 2 miles either side of the 72° True and 252° True radials of the Omaha omnirange extending from the Offutt AFB 5-mile radius zone to a point 2 miles northeast of the omnirange station.

§ 601.2299 Limestone, Maine, control zone.

That airspace over United States territory within a 6-mile radius of Loring Air Force Base, Limestone, Maine, within 2 miles either side of a direct line extending between the Loring Air Force Base, and the Loring AFB omnirange station, and within 2 miles either side of a direct line between the Loring AFB and the Presque Isle, Maine, RR excluding the portion which overlaps the Presque Isle control zone.

§ 601.2300 Upolu Point, Hawaii, control zone.

Within a 5-mile radius of the Upolu Point Airport and within 2 miles either side of the 261° True radial of the Upolu Point omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2301 Waco, Tex., control zone.

Within a 5-mile radius of Waco Municipal Airport, within a 5-mile radius of James Connally AFB, Waco, Tex., within 2 miles either side of direct lines from James Connally AFB extending northward to the Abbott RBN and eastward to the Prairie Hill RBN.

§ 601.2302 Willow Grove, Pa., control zone.

Within a 5-mile radius of a point located at latitude 40°11′40″, longitude 75°06′25″ and within 2 miles either side of the northeast and northwest courses of the Willow Grove (Navy) radio range extending from the radio range station to points 10 miles northeast and northwest.

§ 601.2303 Great Falls, Mont., control zone.

Within a 5-mile radius of Great Falls International Airport, within a 5-mile radius of Malmstrom Air Force Base, and within 2 miles either side of direct lines extending from the Great Falls ILS outer marker to the Great Falls International Airport and to the Malmstrom Air Force Base.

§ 601.2304 Binghamton, N.Y., control zone.

Within a 5-mile radius of Broome County Airport, within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker compass locator, and within 2 miles either side of the 66° True and 246° True radials of the Binghamton omnirange extending from the airport to a point 5 miles southwest of the omnirange station.

§ 601.2305 Lawton, Okla., control zone.

Within a 3-mile radius of Lawton Municipal Airport and within 2 miles either side of the 357° True and 177° True radials of the Lawton omnirange extending from the Lawton Municipal Airport to a point 10 miles south of the omnirange station.

§ 601.2306 Paducah, Ky., control zone.

Within a 5-mile radius of the Paducah Municipal Airport (Barkley Field) and within 2 miles either side of a line bearing 220° True, from the nondirectional radio beacon extending from the Paducah Municipal Airport to a point 10 miles southwest.

§ 601.2307 Brunswick, Maine, control zone.

Within a 5-mile radius of the Brunswick, Maine, Naval Air Station, excluding the portion which overlaps Amber Federal airway No. 7, and within 2 miles either side of a line bearing 173° True from the Brunswick NAS nondirectional radio beacon extending to a point 10 miles south of the nondirectional radio beacon.

§ 601.2308 Valdosta, Ga., control zone.

All that area within a 10-mile radius of Moody AFB, Valdosta, Ga.

§ 601.2309 Valdosta, Ga., control zone.

All that area within a 5-mile radius of the Valdosta Municipal Airport, excluding that portion which overlaps the Moody AFB control zone, and within 2 miles either side of the 4° True and 184° True radials of the Valdosta omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2310 Oscoda, Mich., control zone.

Within a 10-mile radius of the Wurtsmith AFB, Oscoda, Mich., and within 5 miles either side of the Wurtsmith AFB ILS localizer course extending from the localizer to a point 10 miles southwest of the ILS outer marker compass locator, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Upper Lake Huron Restricted Areas (R-91) and (R-491) during these restricted areas' times of designation. The portions of this control zone which lie within the Oscoda, Mich. (Wurtsmith AFB) Restricted Area/Military Climb Corridor (R-550) shall be used only after obtaining prior approval from the controlling agency.

§ 601.2311 San Antonio, Tex., control zone.

Within a 5-mile radius of Kelly AFB and within 5 miles either side of a direct line from the Kelly AFB through the Leon nondirectional radio beacon extending from the AFB to a point 2½ miles northwest of the Leon nondirectional radio beacon and within 2 miles either side of a direct line from the Kelly AFB extending through the Kelly VOR to a point 2½ miles north of the VOR.

§ 601.2312 Columbus, Ind., control zone.

Within a 5-mile radius of Bakalar AFB and within 2 miles either side of a line bearing 44° True from the Bakalar AFB to a point 10 miles northeast excluding the portion which overlaps restricted areas.

§ 601.2313 Pittsburgh, Pa., control zone.

Within a 5-mile radius of Greater Pittsburgh Airport, and within 2 miles either side of bearings of 90° True and 270° True from the Greater Pittsburgh Airport extending through the River nondirectional radio beacon to a point 10 miles east of the radio beacon and through the Clinton nondirectional radio beacon to a point 10 miles west of the radio beacon.

§ 601.2314 College Station, Tex., control zone.

Within a 3-mile radius of Easterwood Airport, College Station, Tex., and within 2 miles either side of the 107° and 287° True radials of the College Station omnirange extending to points 12 miles northwest and southeast of the omnirange station.

§ 601.2315 San Bernardino, Calif., control zone.

Within a 5-mile radius of Norton Air Force Base and within 2¼ miles either side of a line bearing 248° True extending from the Norton AFB to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2316 Marianna, Fla., control zone.

Within a 5-mile radius of the Graham Airbase, Marianna, Fla., and within 2 miles either side of the Marianna VOR 130° radial extending from the VOR to a point 10 miles southeast.

§ 601.2317 Tuscaloosa, Ala., control zone.

Within a 5-mile radius of the Van De Graaff Airport and within 2 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2318 Myrtle Beach, S.C., control zone.

Within a 5-mile radius of the Myrtle Beach AFB/Municipal Airport, within 2 miles either side of the Myrtle Beach VOR 039° radial extending from the VOR to a point 10 miles northeast, within 2 miles either side of a line bearing 198° True extending from the Myrtle Beach (MYR) nondirectional radio beacon to a point 10 miles southwest and within 2 miles either side of a line extending from the Myrtle Beach AFB/Municipal Airport to the Conway (MTL) nondirectional radio beacon.

§ 601.2319 Malden, Mo., control zone.

Within a 5-mile radius of the Malden Airport and within 2 miles either side of the 300° and 120° True radials of the Malden omnirange extending from the airport to a point 10 miles southeast of the omnirange station.

§ 601.2320 Midland, Tex., control zone.

Within a 5-mile radius of Midland Air Terminal, within 2 miles on the southeast side and 4 miles on the northwest side of the southwest course of the Midland ILS localizer extending from the localizer to a point 15 miles southwest, and within 2 miles either side of the 011.5° True radial of the Midland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2321 Oxnard, Calif., control zone.

Within a 5-mile radius of Oxnard AFB and within 2 miles on the north side and 5 miles on the south side of a line bearing 271° True from the center of Oxnard AFB extending from the 5-mile radius control zone to the southwestern boundary of VOR Federal airway No. 27.

§ 601.2322 Fort Worth, Tex., (Carter Field), control zone.

All of the airspace within a 5-mile radius of Meacham Field including the airspace within 2 miles either side of the south course of the Fort Worth RR extending from the RR to its intersection with a 255° bearing from the Dallas, Tex., RBN and also the airspace bounded on the east by a line 2 miles east of and parallel to a direct line extending from the center of Meacham Field through the Haslett RBN, on the north by latitude 32°59'45'' and on the west by the Fort Worth (Carswell AFB) control zone 601.2029, and including the airspace within 3 miles either side of a direct line extending from the center of Carter Field to the center of Meacham Field and within the area bounded by a line extending from a point at latitude 32°52'07'', longitude 97°08'50'', to a point at latitude 32°56'30'', longitude 97°03'10'', to a point at latitude 32°49'40'', longitude 96°55'45'', thence extending along and bounded on the east by the western boundary of the Dallas, Tex. (Love Field), control zone 601.2027 to a point at latitude 32°39'35'', longitude 96°54'15'' to a point at latitude 32°39'00'', longitude 96°54'20'' to a point at latitude 32°39'00'', longitude 97°02'10'' to a point at latitude 32°41'00'', longitude 97°08'30'' to a point at latitude 32°46'20'', longitude 97°06'05'' thence clockwise along a 5-mile radius circle centered on Carter Field to a point at latitude 32°47'04'', longitude 97°06'58''.

§ 601.2323 Grand Prairie, Tex., control zone.

All that airspace surrounding Hensley Field, Grand Prairie, Tex., bounded on the west, north and east by the boundaries of the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the south by a line extending from the southeastern corner of the Amon Carter Field control zone to the southwestern corner of the Dallas control zone.

§ 601.2324 New Bern, N.C., control zone.

Within a 6-mile radius of Simmons-Nott Airport and within 2 miles either side of a line bearing 265° True extending from the New Bern nondirectional radio beacon to a point 10 miles west of the radio beacon, excluding the portion which overlaps Cherry Point Restricted Area (R–123), and excluding the airspace above 5,500 feet above mean sea level daily from sunset to sunrise.

§ 601.2325 Hyannis, Mass., control zone.

Within a 3-mile radius of Barnstable Airport, Hyannis, Mass., and within 2 miles either side of a line beairng 48° True extending from the airport to a point 10 miles northeast, excluding the portion which lies beyond the shoreline.

§ 601.2326 Martha's Vineyard, Mass., control zone.

Within a 3-mile radius of Martha's Vineyard Airport and within 2 miles either side of a line bearing 040° True extending from the northeast end of Runway No. 24 to a point 10 miles northeast of the nondirectional radio beacon.

§ 601.2327 Baton Rouge, La., control zone.

Within a 5-mile radius of Ryan Airport and within a 3-mile radius of Downtown Airport, Baton Rouge, La., within 2 miles either side of the Baton Rouge RR northwest course extending from the RR to a point 10 miles northwest, within 2 miles either side of a 313°–133° True track through the Baton Rouge ILS OM compass locator extending from the Ryan Airport control zone to points 10 miles northwest and 19 miles southeast of the ILS OM compass locator, and within 2 miles either side of the Baton Rouge VOR 071° and 251° radials extending from the Ryan Airport control zone to a point 10 miles southwest of the VOR.

§ 601.2328 Manchester, N.H., control zone.

Within a 5-mile radius of Grenier Field and within 2 miles either side of lines bearing 337° True and 157° True from the Manchester nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles southeast of the nondirectional radio beacon and within 2 miles either side of the 142° and 322° radials of the Manchester VOR extending from the 5-mile radius zone to a point 10 miles southwest of the VOR.

§ 601.2329 Gage, Okla., control zone.

Within a 5-mile radius of Gage Airport and within 2 miles either side of the 299°–119° True radials of the Gage omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2330 Alexandria, La., control zone.

Within a 5-mile radius of England AFB, within 2 miles either side of the northwest and southeast courses of the Alexandria radio range extending from the AFB control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 156°–336° True radials of the Alexandria omnirange extending from the AFB control zone to a point 10 miles southeast of the omnirange station.

§ 601.2331 Lake Charles, La., control zone.

Within a 5-mile radius of Chennault AFB, Lake Charles, La., within 2 miles either side of the 180° bearing extending from the Lake Charles RBN to a point 10 miles south, and within 2 miles either side of the 334° and 154° radials of the Lake Charles VOR extending to a point 10 miles southeast of the VOR and to a point 10 miles northwest of the Gillis RBN.

§ 601.2332 Beaumont, Tex., control zone.

Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., within 2 miles either side of the north course of the Beaumont radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the 64° True and 244° True radials of the Beaumont omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station and within 2 miles either side of the Beaumont ILS localizer northwest course extending from the 5-mile radius zone to a point 10 miles northwest of the airport.

§ 601.2333 Palacios, Tex., control zone.

Within a 3-mile radius of Palacios Airport and within 2 miles either side of the 305°–125° True radials of the Palacios omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2334 Alice, Tex., control zone.

Within a 5-mile radius of Alice Airport and within 2 miles either side of the west course of the Alice radio range extending from the radio range station to a point 10 miles west.

§ 601.2335 Eau Claire, Wis., control zone.

Within a 5-mile radius of the Eau Claire, Wis., Airport and within 2 miles either side of the 04° True radial of the Eau Claire omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2336 Green Bay, Wis., control zone.

Within a 5-mile radius of the Austin Straubel Airport, Green Bay, Wis., and within 2 miles either side of the 322° True radial of the Green Bay omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2337 Wausau, Wis., control zone.

Within a 5-mile radius of Wausau Municipal Airport, Wausau, Wis., and within 2 miles either side of the 166°–346° True radials of the Wausau omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2338 Phoenix, Ariz., control zone.

Within a 5-mile radius of Sky Harbor Municipal Airport, Phoenix, Ariz., and within 2 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 10 miles east.

§ 601.2339 Douglas, Ariz., control zone.

Within a 5-mile radius of the Douglas-Bisbee International Airport and within 2 miles either side of the 311° True radial of the Douglas omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2340 Sanford, Fla., control zone.

Within a 5-mile radius of the Naval Air Station, Sanford, Fla., within 2 miles either side of a 270° True bearing extending from the Sanford Navy nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a 190° True bearing extending from the Sanford Navy nondirectional radio beacon to the Orlando, Fla., control zone.

§ 601.2341 Utica, N.Y., control zone.

Within a 5-mile radius of Onieda County Airport and within 2 miles either side of the ILS localizer course extending from the airport to the Utica nondirectional radio beacon, excluding the portion which overlaps the Griffis AFB control zone.

§ 601.2342 Ardmore, Okla., control zone.

Within a 5-mile radius of Ardmore AFB and within a 5-mile radius of Ardmore Airport, within 2 miles either side of the 044° and 224° radials of the Ardmore VOR extending from the AFB 5-mile radius zone to a point 10 miles southwest of the VOR, and within 2 miles either side of the 001° and 181° radials of the VOR extending to a point 10 miles south of the VOR, and within 2 miles either side of a 256° bearing extending from the Ardmore RBN to a point 10 miles west of the RBN.

§ 601.2343 Pine Bluff, Ark., control zone.

Within a 3-mile radius of Grider Field, within 2 miles either side of a line bearing 177° True extending from the Pine Bluff nondirectional radio beacon to a point 5 miles south, and within 2 miles either side of the 186° True and 006° True radials of the Pine Bluff omnirange extending from Grider Field to a point 5 miles north of the omnirange station.

§ 601.2344 Gulfport, Miss., control zone.

The airspace within a 3-mile radius of the Gulfport Municipal Airport and within 3 miles either side of a direct line extending from the Gulfport Municipal Airport to the Keesler Air Force Base, Biloxi, Miss., excluding the portion which overlaps the Biloxi, Miss., control zone, shall be designated a control zone during the period beginning at 001 c.s.t., June 1 to 2400 c.s.t., September 15, 1958, and annually thereafter.

§ 601.2345 Calverton, N.Y., control zone.

Within a 5-mile radius of Grumman-Peconic River Airport and within 2 miles either side of the 86° True radial of the Riverhead omnirange extending from the omnirange station to the 5-mile radius zone, excluding the airspace which overlaps the Suffolk County AFB control zone, Westhampton Beach, Long Island, N.Y.

§ 601.2346 Guam Island control zone.

All of the airspace from the surface upward within a radius of 5 nautical miles of Anderson Air Force Base, centered at latitude 13°35′00″ N., longitude 144°55′00″ E.

§ 601.2347 Guam Island control zone.

All of the airspace from the surface upward within a radius of 5 nautical miles of Agana Naval Air Station, centered at latitude 13°29′00″ N., longitude 144°47′00″ E.

§ 601.2348 Midway Island control zone.

All of the airspace from the surface upward within a radius of 5 nautical miles of Midway Naval Station, centered at latitude 28°12′00″ N., longitude 177°22′-00″ W.

§ 601.2349 Kwajalein Island control zone.

All of the airspace from the surface upward within a radius of 5 nautical miles of Kwajalein Naval Station, centered at latitude 8°45′00″ N., longitude 167°45′00″ E.

§ 601.2350 Childress, Tex., control zone.

Within a 3-mile radius of Childress Airport and within 2 miles either side of the 02° and 182° True radials of the Childress omnirange extending from the 3-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2351 Cotulla, Tex., control zone.

Within a 3-mile radius of Cotulla Airport, within 2 miles either side of a line bearing 320° True extending from the Cotulla nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 265° True and 85° True radials of the Cotulla omnirange extending from the 3-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2352 Dalhart, Tex., control zone.

Within a 3-mile radius of Dalhart Municipal Airport, within 2 miles either side of a line bearing 132° True extending from the Dalhart nondirectional radio beacon to a point 10 miles southeast and within 2 miles either side of the 184° and 04° True radials of the Dalhart omnirange extending from the airport to a point 10 miles north of the omnirange station.

§ 601.2353 Lufkin, Tex., control zone.

Within a 3-mile radius of Angelina Airport, Lufkin, Tex., within 2 miles either side of a line bearing 157° True extending from the airport to a point 14 miles southeast, and within 2 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.2354 Texarkana, Ark., control zone.

Within a 5-mile radius of the Texarkana Municipal Airport, within 2 miles either side of the 129° True and 309° True radials of the Texarkana omnirange extending from the 5-mile radius zone to a point 10 miles northwest of the omnirange station, and within 2 miles either side of the north course of the Texarkana radio range extending from the radio range station to a point 10 miles north.

§ 601.2355 Walnut Ridge, Ark., control zone.

Within a 3-mile radius of Walnut Ridge Airport and within 2 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2356 Hobart, Okla., control zone.

Within a 3-mile radius of Hobart Airport and within 2 miles either side of a line bearing 183° True extending from the airport to a point 12 miles south.

§ 601.2357 Brunswick, Ga., control zone.

Within a 5-mile radius of NAAS Glynco, Brunswick, Ga., and within 2 miles either side of the northeast course of the Glynco (Navy) radio range extending from the radio range station to a point 10 miles northeast excluding the portion which overlaps the McKinnon Airport control zone, Brunswick, Ga.

§ 601.2358 Clovis, N. Mex., control zone.

Within a 5-mile radius of the Cannon Air Force Base and within 2 miles either side of a line bearing 222° True extending from the Air Force Base to a point 7½ miles southwest of the Air Force Base.

§ 601.2359 McComb, Miss., control zone.

Within a 5-mile radius of the McComb Pike County Airport, within 2 miles either side of a 206° True bearing extending from the McComb RBN to a point 10 miles southwest, and within 2 miles either side of the McComb VOR 074° and 254° radials extending from the 5-mile radius zone to a point 10 miles east of the VOR.

§ 601.2360 South Weymouth, Mass., control zone.

Within a 4-mile radius of the South Weymouth Naval Air Station and within 1½ miles east of and 2½ miles west of and parallel to a line bearing 155° True extending from the Naval Air Station to a point 10 miles southeast of the South Weymouth nondirectional radio beacon.

§ 601.2361 Grosse Ile, Mich., control zone.

That airspace over United States territory within a 3-mile radius of the Grosse Ile Naval Air Station and within 2 miles either side of lines bearing 209° True and 29° True from the Grosse Ile nondirectional radio beacon extending from a point 10 miles southwest of the nondirectional radio beacon to the three-mile radius zone.

§ 601.2362 Merced, Calif., control zone.

Within a 5-mile radius of Castle Air Force Base, Merced, Calif., including the airspace within that portion of a circle of a 16-mile radius centered on Castle AFB bounded on the northeast by a line 2 miles northeast of and parallel to a line drawn from the AFB through the Castle AFB omnirange station and bounded on the west by a line 2 miles west of and parallel to a line drawn from the AFB through the Bear Creek nondirectional radio beacon.

§ 601.2363 Elizabeth City, N.C., control zone.

Within a 3-mile radius of CGAS Elizabeth City, N.C., and within 2 miles either side of the southeast course of the Weeksville, N.C., Navy radio range extending to a point 8 miles southeast of the radio range station.

§ 601.2364 Hopkinsville, Ky., control zone.

Within a 5-mile radius of Campbell AAF, Hopkinsville, Ky., and within 2 miles either side of the 44° and 224° radials of the Campbell VOR extending from the 5-mile radius zone to a point 10 miles northeast of the VOR. The portions of this control zone which lie within the geographic limits of, and between the designated altitudes of, the Fort Campbell Restricted Areas (R–63) and (R–63–A) are excluded during these restricted areas' times of designation.

§ 601.2365 Salem, Oreg., control zone.

Within a 3-mile radius of McNary Airport and within 2 miles either side of a line bearing 150° True extending from the airport to a point 5 miles southeast.

§ 601.2366 Riverside, Calif., control zone.

Within a 5-mile radius of March AFB and within 2 miles either side of a line extending from March AFB through the Riverside omnirange station to a point 5 miles southeast of the omnirange station.

§ 601.2367 Fort Bragg, N.C., control zone.

Within a 5-mile radius of Pope Air Force Base, Fort Bragg, N.C., and within 2 miles either side of the 227° True and 47° True radials of the Pope AFB omnirange extending from the 5-mile radius zone to a point 9 miles northeast of the omnirange station. The portion of this control zone which overlaps Restricted area R–115 is excluded.

§ 601.2368 Sault Ste. Marie, Mich., control zone.

That airspace over United States territory within a 5-mile radius of the Sault Ste. Marie Airport, within 2 miles either side of the southeast course of the radio range extending to a point 12 miles southeast of the radio range station and within 2 miles either side of the 146° and 326° True radials of the omnirange extending to a point 12 miles southeast of the omnirange station.

§ 601.2369 Sacramento, Calif., control zone.

Within a 5-mile radius of Mather AFB, Sacramento, Calif., and within 2 miles either side of a direct line extending from the center point of the AFB to the Mather AFB TVOR, excluding the portion which overlaps the Sacramento control zone 601.2185.

§ 601.2371 Plattsburgh, N.Y., control zone.

Within a 5-mile radius of Plattsburgh Air Force Base, within 2 miles either side of a line bearing 335° True extending from the Air Force Base to a point 14 miles northwest, and within 2 miles either side of the 195° and 15° True radials of the Plattsburgh omnirange extending from the Plattsburgh AFB to a point 5 miles northeast of the omnirange station excluding the portion which overlaps the Burlington, Vt., control zone.

§ 601.2372 Asheville, N.C., control zone.

Within a 5-mile radius of the Asheville-Hendersonville Airport and within 2 miles either side of the 279° True radial of the Asheville omnirange extending from the omnirange station to the airport 5-mile radius zone.

§ 601.2373 Chamblee, Ga., control zone.

Within a 5-mile radius of the DeKalb-Peachtree Airport, Chamblee, Ga., and within 2 miles either side of the Norcross, Ga., VOR 243° radial extending from the VOR to the airport 5-mile radius zone boundary.

§ 601.2374 Billings, Mont., control zone.

Within a 5-mile radius of Logan Field, Billings, Mont., and within 2 miles either side of a line bearing 293° True extending from the airport to a point 9.6 miles northwest.

§ 601.2375 Islip, N.Y., control zone.

Within a 5-mile radius of MacArthur Airport and within 2 miles either side of the Islip ILS localizer front course extending from the localizer to its intersection with the southeast course of the Hempstead radio range.

§ 601.2376 Little Rock, Ark., control zone.

Within a 5-mile radius of the Little Rock Air Force Base and within 2 miles either side of the centerline of the Little Rock AFB northeast-southwest runway to a point 19 miles northeast of the runway end.

§ 601.2377 Shreveport, La., control zone.

Within a 5-mile radius of Greater Shreveport Municipal Airport and within 2 miles either side of the Greater Shreveport ILS localizer front and back courses extending from the localizer to a point 15 miles southeast of the localizer and to a point 5 miles northwest of the ILS outer marker compass locater.

§ 601.2378 Peru, Ind., control zone.

Within a 5-mile radius of Bunker Hill Air Force Base, and within 2 miles either side of the extended centerline of the Bunker Hill AFB northeast-southwest runway extending to a point 9 miles southwest of the end of the runway.

§ 601.2379 Beaufort, S.C., control zone.

Within a 5-mile radius of the MCAAS Beaufort, S.C., within 2 miles either side of a line bearing 43° True extending from the airport to a point 16 miles northeast and within 2 miles either side of a line bearing 137° True extending from the airport southeastward to warning area W-132.

§ 601.2380 Altus, Okla., control zone.

Within a 5-mile radius of Altus Air Force Base and within 2 miles either side of lines bearing 180° and 360° True extending from the Air Force Base to points 10 miles north and south.

§ 601.2381 Homestead, Fla., control zone.

Within a 5-mile radius of the Homestead AFB and within 2 miles either side of the centerline of the Northeast/Southwest runway extending from the end of the runway to a point 10 miles southwest of the Homestead AFB RBN.

§ 601.2382 Huntsville, Ala., control zone.

Within a 6-mile radius of the Huntsville Municipal Airport excluding the portion which overlaps the Redstone Arsenal Restricted Area (R-112).

§ 601.2383 Memphis, Tenn., control zone.

Within a 5-mile radius of the Memphis Naval Air Station and within 2 miles either side of the southwest and northeast courses of the Memphis NAS radio range extending from the 5-mile radius control zone to the Gainesville nondirectional radio beacon.

§ 601.2384 Blytheville, Ark., control zone.

Within a 5-mile radius of the Blytheville Air Force Base and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles north of the Blytheville nondirectional radio beacon.

§ 601.2385 Anniston, Ala., control zone.

Within a five-mile radius of the Anniston, Ala., Municipal Airport, excluding the portion which overlaps restricted area (R-130) and within two miles either side of a line bearing 232° extending from Anniston, Ala., RBN to a point 12 miles southwest.

§ 601.2386 Mountain Home, Idaho, control zone.

Within a 5-mile radius of the Mountain Home Air Force Base and within 2 miles either side of lines bearing 136° True and 316° True extending from the Air Force Base to points 8 miles northwest and southeast.

§601.2387 San Antonio, Tex., control zone.

That airspace lying 1 mile west of and 3 miles east of and parallel to lines bearing 001° True and 181° True from a point centered on Brooks Air Force Base north-south runway at latitude 29°20′30″, longitude 98°26′00″, extending from this point to points 4½ miles north and south.

§ 601.2388 Miramar, Calif., control zone.

Within a 5-mile radius of the Naval Air Station, Miramar, Calif., excluding the portion which overlaps the San Diego, Calif., control zone.

§ 601.2389 Portsmouth, N.H., control zone.

Within a 5-mile radius of the Pease Air Force Base, Portsmouth, N.H., and within 2 miles either side of a line bearing 144° True from the Air Force Base extending to a point 10 miles southeast of the ILS outer marker.

§ 601.2390 North, S.C., control zone.

Within an 8-mile radius of North AF (AUX) Field, North, S.C., and within 2 miles either side of a line bearing 233° True extending from the airfield to a point 10 miles southwest.

§ 601.2391 Kaneohe, Hawaii, control zone.

That airspace from the surface to 5,000 feet within a radius of 3 miles centered on the Marine Corps Air Station, Kaneohe Bay (latitude 21°27′30″ N., longitude 157°46′30″ W.), and within 2 miles either side of a line bearing 11° True extending from the MCAS to a point 16 miles north.

§ 601.2392 Elmira, N.Y., control zone.

Within a 5-mile radius of Chemung County Airport, within 2 miles either side of the 55° True and 235° True radials of the Elmira omnirange extending from the five-mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the southwest course of the Elmira radio range extending from the radio range station to a point 10 miles southwest.

§ 601.2393 Watertown, N.Y., control zone.

Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 215° True radial of the Watertown omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2394 Niagara Falls, N.Y., control zone.

Within a 5-mile radius of the Niagara Falls Municipal Airport and within 2 miles either side of the ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker.

§ 601.2396 Everett, Wash., control zone.

Within a 5-mile radius of Paine Air Force Base and within 2 miles either side of a direct line extending from the Paine AFB to the Paine AFB nondirectional radio beacon.

§ 601.2397 Schenectady, N.Y., control zone.

Within a 5-mile radius of Schenectady County Airport and within 2 miles either side of a direct line extending between the Schenectady County Airport and the Albany, N.Y., ILS outer marker.

§ 601.2398 El Dorado, Ark., control zone.

Within a 5-mile radius of Goodwin Field, El Dorado, Ark., within 2 miles either side of a 317° True bearing extending from the El Dorado nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 37° True radial of the El Dorado omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2399 Del Rio, Tex., control zone.

Within 5 miles radius of Laughlin Air Airport, La Grange, Ga., and within 2 miles either side of a line extending from the center of the Air Force Base northwestward to the Laughlin AFB nondirectional radio beacon and within 2½ miles either side of the 140° radial of the Laughlin AFB TVOR extending from the TVOR to a point 7 miles southeast of the 5-mile radius control zone boundary.

§ 601.2400 La Grange, Ga., control zone.

Within a 5-mile radius of Callaway Airport, La Grange, Ga., and wihtin 2 miles either side of the 110° True and 290° True radials of the La Grange omnirange extending from the 5-mile radius zone to a point 5 miles west of the omnirange station.

§ 601.2401 Findlay Ohio, control zone.

Within a 5-mile radius of the Findlay Airport, within 2 miles either side of a line bearing 178° True extending from the Findlay nondirectional radio beacon to a point 10 miles south of the nondirectional radio beacon, and within 2 miles either side of a line bearing 218° True extending from the Findlay nondirectional radio beacon to a point 10 miles southwest of the Findlay omnirange station.

§ 601.2402 Hickory, N.C., control zone.

Within a 5-mile radius of the Hickory Airport and within 2 miles either side of the 223° True and 043° True radials of the Hickory omnirange extending from the 5-mile radius zone to a point 5 miles northeast of the omnirange station.

§ 601.2403 Fort Rucker Ala., control zone.

Within a 5-mile radius of Cairns AAF, Fort Rucker, Ala., and within 2 miles either side of the extended centerline of Cairns AAF Runway 6/24 extending to a point 15 miles southwest of the end of the runway, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Rucker Restricted Area (R–156) during the restricted area's time of designation.

§ 601.2404 Harlingen, Tex., control zone.

Within a 5-mile radius of the Harlingen Air Force Base and within 2 miles either side of lines bearing 179° True and 359° True from the Harlingen AFB nondirectional radio beacon extending from the 5-mile radius zone to a point 5 miles north of the nondirectional radio beacon.

§ 601.2405 Junction, Tex., control zone.

Within a 5-mile radius of Kimble County Airport, Junction, Tex., and within 2 miles either side of the 150° True radial of the Junction omnirange extending from the 5-mile radius zone to the omnirange station.

§ 601.2406 Rocky Mount, N.C., control zone.

Within a 5-mile radius of the Rocky Mount Airport and within 2 miles either side of the 263° True and 083° True radials of the Rocky Mount omnirange extending from the 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2407 Alpena, Mich., control zone.

The airspace within a 5-mile radius of Phelps Collins Airport, Alpena, Mich., and within 2 miles either side of lines bearing 005° True and 185° True from the Alpena (APN) nondirectional radio beacon extending from the 5-mile radius zone to a point 5 miles north of the nondirectional radio beacon shall be designated a control zone during the period beginning at 0001 e.s.t., June 1 to 0001 e.s.t., September 1, 1958, and annually thereafter.

§ 601.2408 Camp Douglas, Wis., control zone.

The airspace within a 5-mile radius of Volk Field, Camp Douglas, Wis., and within 2 miles either side of lines bearing 90° True and 270° True from the Volk Field (CWM) nondirectional radio beacon extending from the 5-mile radius zone to a point 12 miles east of the nondirectional radio beacon shall be designated a control zone during the period beginning at 0001 c.s.t., May 30 to 0001 c.s.t., September 6, 1959, and annually thereafter.

§ 601.2409 Goldsboro, N.C., control zone.

Within a 5-mile radius of Seymour-Johnson Air Force Base, Goldsboro, N.C., and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles southwest of the AFB nondirectional radio beacon.

§ 601.2410 Pocatello, Idaho, control zone.

Within a 5-mile radius of Pocatello Municipal Airport, Pocatello, Idaho, within 2 miles either side of the west course of the Pocatello radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of a line bearing 45° True from Pocatello Municipal Airport extending to a point 10 miles northeast of the airport.

§ 601.2411 Clinton, Okla., control zone.

Within a 7-mile radius of Clinton-Sherman AFB, Clinton, Okla., and within 2 miles either side of the extended centerline of Runway 17/35 extending from the Air Force Base to points 9 miles north and south of the Air Force Base.

§ 601.2412 Mineral Wells, Tex., control zone.

The airspace beginning at a point at latitude 32°47′40″, longitude 97°58′30″ on Highway 180, extending clockwise along the arc of a 5-mile radius circle centered on the Mineral Wells Airport to a line 2 miles northeast of and parallel to the 319° True radial of the Mineral Wells omnirange, thence southeastward along this parallel line to and including a 3-mile radius of the Mineral Wells Airport thence clockwise to a point at latitude 32°47′40″, thence east along this latitude to point of beginning; within 2 miles either side of the 319° True and 139° True radials of the Mineral Wells omnirange extending from the 5-mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2413 Hoquiam, Wash., control zone.

Within a 3-mile radius of Bowerman Airport, Hoquaim, Wash., excluding the portion above 14,500 feet MSL.

§ 601.2414 Chandler, Ariz., control zone.

Within a 5-mile radius of Williams Air Force Base, Chandler, Ariz., and within 2 miles either side of a line bearing 115° True extending from the Air Force Base to the Chandler AFB nondirectional radio beacon.

§ 601.2415 San Jose, Calif., control zone.

Within a 3½-mile radius of the San Jose Municipal Airport, excluding the portion which overlaps the Mountain View, Calif., Moffett NAS control zone.

§ 601.2416 Sherman, Tex., control zone.

Within a 5-mile radius of Perrin Air Force Base, Sherman, Tex., within 2 miles either side of the 002° True and 179° True radials of the Perrin AFB terminal omnirange extending from the TVOR to points 10 miles north and south.

§ 601.2417 Atlanta, Ga., control zone.

Within a 3-mile radius of the Atlanta Army General Depot (latitude 33°37′39″, longitude 84°20′04″), excluding the portion which overlaps the Atlanta Municipal Airport control zone.

§ 601.2418 Chicago, Ill., control zone.

Within a 3-mile radius of Meigs Airport, Chicago, Ill., excluding the area lying west of longitude 870°38′00″.

§ 601.2419 Wilkes-Barre, Pa., control zone.

Within a 5-mile radius of the Wilkes-Barre-Scranton Airport and within 2 miles either side of the extended centerline of Runway 4 extending to the Crystal Lake, Pa., non-directional radio beacon.

§ 601.2420 Santa Monica, Calif., control zone.

Within the circumference of a 3-mile radius circle centered on the Santa Monica Municipal Airport excluding the portion subtended by a chord drawn between the points of intersection of this circumference with the circumference of the Los Angeles, Calif., control zone (§ 601.2179).

§ 601.2421 Bradford, Pa., control zone.

Within a 5-mile radius of the Bradford-McKean County Airport and within 2 miles either side of a 134° True bearing extending from the airport to a point 10 miles southeast of the Bradford nondirectional beacon.

§ 601.2422 Farmington, N. Mex., control zone.

Within a 5-mile radius of the Farmington Airport and within 2 miles either side of the 266° True radial of the Farmington omnirange extending from the omnirange station to the 5-mile radius zone.

§ 601.2423 Killeen, Tex., control zone.

Within a 5-mile radius of Gray Air Force Base, Killeen, Tex., and within 2 miles either side of the extended centerline of runway 15/33 extending to points 8 miles southeast and northwest of the airport.

§ 601.2425 Wichita, Kans., control zone.

Within a 7-mile radius of the McConnell Air Force Base, Wichita, Kans., and within 2 miles either side of a 192° True bearing through the Wichita AFB nondirectional radio beacon extending from the 7-mile radius zone to a point 12 miles south of the nondirectional radio beacon. The portion of this control zone which overlaps the Wichita control zone (§ 601.2080) is excluded.

§ 601.2426 Lynchburg, Va., control zone.

Within a 5-mile radius of Preston Glenn Airport, Lynchburg, Va., within 2 miles either side of the 21° and 201° True radials of the Lynchburg omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the southeast course of the Lynchburg radio range extending from the radio range station to a point 10 miles southeast of the Oak Grove fan marker.

§ 601.2428 Butler, Mo., control zone.

Within a 3-mile radius centered on the Butler Airport and within 2 miles either side of the 083° and 263° True radials of the Butler omnirange extending from the 3-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2429 Vandalia, Ill., control zone.

Within a 3-mile radius centered on Vandalia Airport and within 2 miles either side of the 003° and 183° True radials of the Vandalia omnirange extending from the 3-mile radius zone to points 12 miles north and 20 miles south of the omnirange station.

§ 601.2430 Emporia, Kans., control zone.

Within a 3-mile radius centered on the Emporia Airport and within 2 miles either side of the 134° True radial of the Emporia omnirange extending from the 3-mile radius zone to a point 12 miles southeast of the omnirange station.

§ 601.2431 Russell, Kans., control zone.

Within a 3-mile radius centered on Russell Airport and within 2 miles either side of the 007° True radial of the Russell omnirange extending from the 3-mile radius zone to a point 12 miles north of the omnirange station.

§ 601.2432 Lamoni, Iowa, control zone.

Within a 3-mile radius centered on Lamoni Airport and within 2 miles either side of the 166° True radial of the Lamoni omnirange extending from the 3-mile radius zone to a point 12 miles south of the omnirange station.

§ 601.2433 Philip, S. Dak., control zone.

Within a 3-mile radius centered on Philip Airport and within 2 miles either side of the 278° True radial of the Philip omnirange extending from the 3-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2434 Sidney, Nebr., control zone.

Within a 3-mile radius centered on Sidney Airport and within 2 miles either side of the 079° and 259° True radials of the Sidney omnirange extending from the 3-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2435 Moses Lake, Wash., control zone.

Within a 5-mile radius of Larson AFB and within 2 miles west of and 1½ miles east of a line bearing 161° True extending from Larson AFB to the Moses Lake nondirectional radio beacon.

§ 601.2436 New Orleans, La., control zone.

Within a 5-mile radius of a point centered on Alvin Callender NAS, and within 2 miles either side of a 226° True bearing extending from this point to a point 13 nautical miles southwest.

§ 601.2437 London, Ky., control zone.

Within a 3-mile radius of London Airport and within 2 miles either side of the 27° and 207° True radials of the London omnirange extending from the 3-mile radius zone to a point 10 miles southwest of the omnirange station.

§ 601.2438 Greenville, Miss., control zone.

Within a 5-mile radius of Greenville AFB and within 2 miles either side of a direct line extending from the AFB to the ILS outer marker.

§ 601.2439 Santa Maria, Calif., control zone.

Within a 5-mile radius of Santa Maria Airport excluding the portion which lies within Naval Missile Facility, Pt. Arguello Restricted Area (R-531).

§ 601.2440 Seattle, Wash., control zone (Seattle-Tacoma International Airport).

The airspace bounded by a line beginning at a point at latitude 47°29′20″, longitude 122°13′50″, thence extending south to a point at latitude 47°28′20″, longitude 122°13′50″, thence southeast to a point at latitude 47°27′00″, longitude 122°11′50″, thence clockwise along the circumference of a circle 5 miles in radius and centered on the Seattle-Tacoma International Airport to a point at latitude 47°29′20″, longitude 122°23′10″, thence east to a point of beginning.

§ 601.2441 Seattle, Wash., control zone (Boeing Airport).

The airspace bounded by a line beginning at a point at latitude 47°31′55″, longitude 122°11′40″, thence extending southwest to a point at latitude 47°30′45″, longitude 122°13′50″, thence south to a point at latitude 47°29′20″, longitude 122°13′50″, thence west to a point at latitude 47°29′20″, longitude 122°23′10″, thence clockwise along the circumference of a circle 5 miles in radius and centered on the Boeing Airport, Seattle, Wash., to the point of beginning.

§ 601.2442 Renton, Wash., control zone (Renton Airport).

The airspace bounded by a line beginning at a point at latitude 47°31′55″, longitude 122°11′40″ thence clockwise via the circumference of a circle 3 miles in radius centered on Renton Airport to a point at latitude 47°27′00″, longitude 122°11′50″, thence extending northwest to a point at latitude 47°28′20″, longitude 122°13′50″, thence north to a point at latitude 47°30′45″, longitude 122°13′50″ thence northeast to point of beginning.

§ 601.2443 Fayetteville, N.C., control zone.

Within a 5-mile radius of the Grannis Airport, Fayetteville, N.C., and within 2 miles either side of a 211° True bearing extending from the Fayetteville RBN to a point 10 miles southwest.

§ 601.2444 Cold Bay, Alaska, control zone.

The airspace within a 5-mile radius of the Cold Bay Airport centered on the centerline intersection of Runway 14/32 with Runway 8/26, and within 2 miles either side of the north course of the Cold Bay RR extending from the radio range station to a point 12 miles north. This control zone shall be in effect 12 hours each day from 1900Z to 0700Z (8:00 a.m. to 8:00 p.m. Bering Standard Time).

§ 601.2445 Beale, Calif., control zone.

Within a 5-mile radius of a point centered at latitude 39°07′55″, longitude 121°26′06″ on Beale AFB, Calif.

§ 601.2446 Bridgeport, Conn., control zone.

Within a 5-mile radius of the Bridgeport Airport and within 2 miles either side of the Bridgeport VOR 037° radial extending from the VOR to a point 10 miles northeast.

§ 601.2447 Bethel, Alaska, control zone.

Within a 5-mile radius of a point centered on the new Bethel Municipal Airport, within 5 miles either side of a direct line extending from the center of the new Bethel Municipal Airport and the FAA Bethel Intermediate Field, within 2 miles either side of the Bethel RR southeast course extending from the RR to a point 11½ miles southeast, and within 2 miles either side of a 348° True bearing extending from the Bethel RBN to a point 11½ miles northwest.

§ 601.2448 Lakehurst, N.J., control zone.

Within a 5-mile radius of a point centered on the INT of Runways 6/24 and 15/33 of West Field, Lakehurst, N.J., including the airspace within 5 miles either side of the extended centerline of Runway 15/33 extending southeastward to a point 12 miles from the southeast end of Runway 33, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Dix Restricted Area (R-25) during the restricted area's time of designation.

§ 601.2449 Columbus, Miss., control zone.

Within a 7-mile radius of the Columbus AFB and within 2½ miles either side of the extended centerline of Runway 14/32 extending from the runway northwest end to a point 12 miles northwest.

§ 601.2450 Newburgh, N.Y., control zone.

Within a 5-mile radius of Stewart AFB and within 2 miles either side of the extended centerline of Runway 09 extending from the runway end to a point 5 miles west of the ILS outer marker site.

§ 601.2451 Grand Forks, N. Dak., control zone.

Within a 5-mile radius of the Grand Forks AFB and within 2 miles either side of the ILS localizer course extending from the AFB to a point 12 miles south of the ILS outer marker.

§ 601.2452 Athens, Ga., control zone.

Within a five-mile radius of Athens, Ga., airport; within two miles either side of the 078° radial of the Athens, Ga., VOR extending from the VOR to a point 12 miles east; within two miles either side of the 194° radial of the Athens, Ga., VOR, extending from the VOR to a point 12 miles southwest.

§ 601.2458 Fullerton, Calif., control zone.

Within a three-mile radius of the Fullerton, Calif., Airport excluding that portion which overlaps the Long Beach, Calif., control zone.

§ 601.2461 Marquette, Mich., control zone (K. I. Sawyer AFB).

Within a five-mile radius of the K.I. Sawyer AFB, within two miles either side of the K.I. Sawyer TVOR 009° radial from the five mile radius zone to a point eight miles north of the TVOR, and within two miles either side of the TVOR 189° radial from the five mile radius zone to a point fifteen miles south of the TVOR.

Subpart E—Colored Federal Airway Reporting Points

DESIGNATION OF REPORTING POINTS

§ 601.4001 Designation of reporting points.

The locations described in Subpart E and Subpart G are designated as reporting points.

GREEN FEDERAL AIRWAYS

§ 601.4011 Green Federal airway No. 1 (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).

Millinocket, Maine, radio range station.

§ 601.4012 Green Federal airway No. 2 (Seattle, Wash., to Boston, Mass.).

Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Detroit, Mich., radio range station; Buffalo, N.Y., radio range station; Syracuse, N.Y., radio range station; Albany, N.Y., radio range station; Boston, Mass., radio range station.

§ 601.4013 Green Federal airway No. 3 (Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.).

Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station; Sacramento, Calif., radio range station; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Elko, Nev., radio range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Philipsburg, Pa., radio range station; Selinsgrove, Pa., nondirectional radio beacon; Allentown, Pa., radio range station.

§ 601.4014 Green Federal airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).

The intersection of the southwest course of the Newhall, Calif., radio range and the northwest course of the Burbank, Calif., radio range; Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; the intersection of the southwest course of the Kansas City, Mo., radio range and the southeast course of the Forbes AFB, Kans., radio range; Kansas City, Mo., radio range station, Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., RBN; Indianapolis, Ind., radio range station; the intersection of the west course of the Columbus, Ohio, radio range and a line bearing 327° True from the Tipp City, Ohio, nondirectional radio beacon; Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; Philadelphia, Pa., radio range station.

§ 601.4015 Green Federal airway No. 5 (Los Angeles, Calif., to Fort Worth, Tex., and Pine Bluff, Ark., to Boston, Mass.).

Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the southeast course of the Daggett, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Pine Bluff, Ark., nondirectional radio beacon; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., nondirectional radio beacon; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Andrews, Md., radio range station; the intersection of the south course of the New Castle, Del., radio range and the southwest course of the Millville, N.J., radio range; Millville, N.J., radio range station; the intersection of the northeast course of the Millville, N.J., radio range and the southeast course of the McGuire AFB, N.J., radio range; Peconic, Long Island, N.Y., radio range station; the intersection of the west course of the Providence, R.I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4016 Green Federal airway No. 6 (Alice, Tex., to Mobile, Ala., and Greensboro, N.C., to Richmond, Va.).

Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., nondirectional radio beacon; Lafayette, La., nondirectional radio beacon; New Orleans, La.; radio range station; Keesler AFB, Biloxi, Miss., radio range station; Mobile, Ala., nondirectional radio beacon; Greensboro, N.C., radio range station; Richmond, Va., radio range station.

§ 601.4017 Green Federal airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).

Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range; the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

§ 601.4018 Green Federal airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).

King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the southwest course of the Kenai, Alaska, radio range and the west course of the Homer, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and a line bearing 266° True from the Anchorage, Alska, radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and a line bearing 357° True from the Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

§ 601.4019 Green Federal airway No. 9 (Hawaiian Islands).

The INT of the south course of the Port Allen, Kauai, T.H., RR and the west course of the Honolulu, Oahu, T.H., RR; the INT of the west course of the Honolulu RR and a line bearing 222° from the Kahuku, Oahu, T.H., RBN; Honolulu, Oahu, T.H., RR; the INT of the northeast course of the Honolulu RR with longitude 155°46′00″ W.

§ 601.4020 Green Federal airway No. 10 (United States-Canadian Border to Denver, Colo.).

The Bellingham, Wash., radio range station; Everett, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho nondirectional radio beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station.

Amber Federal Airways

§ 601.4101 Amber Federal airway No. 1 (United States-Mexican Border to Nome, Alaska).

San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., nondirectional radio beacon; the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; the intersection of the northwest course of the Fresno, Calif., radio range and the northeast course of the Castle AFB radio range, Merced, Calif.; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; McChord AFB radio range station, Tacoma, Wash.; the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B.C., radio range; Sitka (Biorka Island), Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island), Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Yakataga, Alaska, radio range; the intersection of the east course of the Hinchinbrook, Alaska, radio range and the southeast course of the Cordova, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station; the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range; Nome, Alaska, radio range station.

§ 601.4102 Amber Federal airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).

Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Bettles, Alaska, radio range station.

§ 601.4103 Amber Federal airway No. 3 (El Paso, Tex., to Great Falls, Mont.).

Truth or Consequences, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

§ 601.4104 Amber Federal airway No. 4 (San Antonio, Tex., to Waco, Tex.; Tulsa, Okla., to Baldwin City, Kans., and Omaha, Nebr., to Minot, N. Dak.).

San Antonio, Tex., RR; Austin, Tex., RBN; Waco, Tex., RR; Tulsa, Okla., RR; Chanute, Kans., RR; Sioux City, Iowa, RR; Sioux Falls, S. Dak., RR; Huron, S. Dak., RR; Aberdeen, S. Dak., RR; Minot, N. Dak., RR.

§ 601.4105 Amber Federal airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).

Grand Isle, La., nondirectional radio beacon; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

§ 601.4106 Amber Federal airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).

Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Bowling Green, Ky., radio range station; Lexington, Ky., nondirectional radio beacon.

§ 601.4107 Amber Federal airway No. 7 (Miami, Fla., to United States-Canadian Border).

West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S.C., radio range station; Florence, S.C., radio range station; the intersection of the north course of the Florence, S.C., radio range and the southwest course of the Raleigh, N.C., radio range; Raleigh, N.C., radio range station; the intersection of the northeast course of the Raleigh, N.C., radio range and the south course of the Blackstone, Va., radio range; Hartford, Conn., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the southeast course of the Chicopee Falls, Mass., radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the southwest course of the Millinocket, Maine, radio range and the northwest course of the Bangor, Maine, radio range; Presque Isle, Maine, radio range station.

§ 601.4108 Amber Federal airway No. 8 (Los Angeles, Calif., to Camarillo, Calif., and Red Bluff, Calif., to Ellensburg, Wash.).

The intersection of a line bearing 260° True from the Los Angeles, Calif., nondirectional radio beacon and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station.

§ 601.4109 Amber Federal airway No. 9 (Charleston, S.C., to Norfolk, Va.).

Myrtle Beach, S.C., RBN; Wilmington, N.C., RBN. Norfolk, Va., RR.

§ 601.4110 Amber Federal airway No. 10 (Hawaiian Islands).

Intersection of the south course of the Honolulu, T.H., radio range and the west course of the Hilo, T.H., radio range; the intersection of the south course of the Honolulu, Oahu, T.H., radio range and a line bearing 238° True from the Makapuu Point, Oahu, T.H., nondirectional radio beacon.

§ 601.4111 Amber Federal airway No. 11 (Hawaiian Islands).

Intersection of the south course of the Maui, T.H., radio range and the west course of the Hilo, T.H., radio range.

§ 601.4112 Amber Federal airway No. 12 (Hawaiian Islands).

Hilo, T.H., radio range station; the intersection of the southeast course of the Maui, T.H., radio range and the north course of the Hilo, T.H., radio range.

§ 601.4113 Amber Federal airway No. 13 (Hawaiian Islands).

No reporting point designation.

§ 601.4115 Amber Federal airway No. 15 (United States-Canadian Border to Annette Island, Alaska).

No reporting point designation.

Red Federal Airways

§ 601.4202 Red Federal airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).

Rapid City, S. Dak., radio range station.

§ 601.4203 Red Federal airway No. 3 (Philipsburg, Pa., to Harrisburg, Pa.).

No reporting point designation.

§ 601.4204 Red Federal airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).

No reporting point designation.

§ 601.4205 Red Federal airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).

No reporting point designation.

§ 601.4206 Red Federal airway No. 6 (Denver, Colo., to Omaha, Nebr.).

Akron, Colo., radio range station; Lincoln, Nebr., radio range station.

§ 601.4208 Red Federal airway No. 8 (Dayton, Ohio, to Newark, N.J.).

Butler, Pa., RBN; Brookville, Pa., RBN; Williamsport, Pa., RR; Crystal Lake, Pa., RBN; the INT of the northeast course of the Allentown, Pa., RR and the northwest course of the Newark, N.J., RR.

§ 601.4209 Red Federal airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).

El Centro, Calif., radio range station; Yuma, Ariz., radio range station; Gila Bend, Ariz., radio range station.

§ 601.4210 Red Federal airway No. 10 (Dallas, Tex., to Meridian, Miss.).

Dallas, Tex., nondirectional radio beacon; the intersection of a line bearing 13° True from the Tyler, Tex., nondirectional radio beacon with the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station.

§ 601.4211 Red Federal airway No. 11 (Tulsa, Okla., to Boston, Mass.).

Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon.

§ 601.4212 Red Federal airway No. 12 (Chicago, Ill., to Detroit, Mich.).

South Bend, Ind., radio range station; the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 601.4213 Red Federal airway No. 13 (Wilkes-Barre, Pa., to Boston, Mass.).

Poughkeepsie, N.Y., RR; the INT of the north course of the Providence, R.I., RR and the southwest course of the Boston, Mass., RR.

§ 601.4215 Red Federal airway No. 15 (Prescott, Ariz., to Phoenix, Ariz.).

No reporting point designation.

§ 601.4216 Red Federal airway No. 16 (Tallahassee, Fla., to Albany, Ga., and Augusta, Ga., to Raleigh, N.C.).

Albany, Ga., radio range station; Macon, Ga., RR; Augusta, Ga., RR; Columbia, S.C., radio range station; Lumberton, N.C., nondirectional radio beacon.

§ 601.4217 Red Federal airway No. 17 (Rantoul, Ill., to Baltimore, Md.).

The INT of a line bearing 11° from the Springfield, Va., RBN and the west course of the Baltimore, Md., RR; Baltimore, Md., RR.

§ 601.4218 Red Federal airway No. 18 (Indianapolis, Ind., to Washington, D.C.).

Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

§ 601.4219 Red Federal airway No. 19 (Traverse City, Mich., to Norfolk, Va.).

The Saginaw, Mich., nondirectional radio beacon.

§ 601.4220 Red Federal airway No. 20 (Lansing, Mich., to Washington, D.C.).

Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range; the intersection of the northwest course of the Washington, D.C., radio range and the east course of the Martinsburg, W. Va., radio range.

§ 601.4221 Red Federal airway No. 21 (New York, N.Y., to Bridgeport, Conn., and New London, Conn., to Boston, Mass.).

The intersection of the southeast course of the Hartford, Conn., radio range and the southwest course of the Quonset Point, R.I. (Navy), radio range; the intersection of the southwest course of the Providence, R.I., radio range and the southwest course of the Quonset Point, R.I. (Navy), radio range.

§ 601.4222 Red Federal airway No. 22 (Mount Clemens, Mich., to Buffalo, N.Y.).

No reporting point designation.

§ 601.4223 Red Federal airway No. 23 (United States-Canadian Border to New York, N.Y.).

Houghton, Mich., RR; Sault Ste. Marie, Mich., RR; Elmira, N.Y., RR; the INT of the northeast course of the Allentown, Pa., RR and the northwest course of the La Guardia, N.Y., RR.

§ 601.4224 Red Federal airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).

Oklahoma City, Okla., RR.

§ 601.4225 Red Federal airway No. 25 (United States-Canadian Border to Bangor, Maine).

No reporting point designation.

§ 601.4226 Red Federal airway No. 26 (Petersburg, Va., to Corapeake, N.C.).

No reporting point designation.

§ 601.4227 Red Federal airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).

The intersection of the southeast course of the Nenana, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range.

§ 601.4228 Red Federal airway No. 28 (Chicago, Ill., to Detroit, Mich.).

The intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend, Ind., radio range.

§ 601.4230 Red Federal airway No. 30 (Alexandria, La., to Jacksonville, Fla.).

Alexandria, La., radio range station; Baton Rouge, La., radio range station; the intersection of the east course of the New Orleans, La., radio range and the southwest course of the Keesler AFB, Biloxi, Miss., radio range; Brookley AFB, Ala., nondirectional radio beacon; Saufley Field (Navy), Fla., nondirectional radio beacon; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station; the intersection of the east course of the Tallahassee, Fla., radio range and a line bearing 182° True from the Valdosta, Ga., nondirectional radio beacon.

§ 601.4233 Red Federal airway No. 33 (Norfolk, Va., to Richmond, Va., and Poughkeepsie, N.Y., to Chicopee Falls Mass.).

No reporting point designation.

§ 601.4234 Red Federal airway No. 34 (Harrellsville, N.C., to Weeksville, N.C.).

The INT of the southwest course of the Norfolk, Va., RR and a line bearing 287° from the Weeksville, N.C., (Navy) RR.

§ 601.4237 Red Federal airway No. 37 (Roanoke, Va., to Gordonsville, Va.).

Lynchburg, Va., radio range station.

§ 601.4239 Red Federal airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).

Bethel, Alaska, radio range station; Aniak, Alaska, radio range station; Minchumina, Alaska, radio range station; Nenana, Alaska, radio range station.

§ 601.4240 Red Federal airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).

Kodiak, Alaska, radio range station; Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station.

§ 601.4241 Red Federal airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).

No reporting point designation.

§ 601.4244 Red Federal airway No. 44 (Bellingham, Wash., to United States-Canadian Border).

No reporting point designation.

§ 601.4245 Red Federal airway No. 45 (Blackstone, Va., to Lancaster, Pa.).

Manakin, Va., nondirectional radio beacon.

§ 601.4246 Red Federal airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).

No reporting point designation.

§ 601.4249 Red Federal airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).

Wendover, Utah, radio range station.

§ 601.4250 Red Federal airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).

Tanana, Alaska, radio range station.

§ 601.4251 Red Federal airway No. 51 (Blackstone, Va., to Norfolk, Va.).

No reporting point designation.

§ 601.4253 Red Federal airway No. 53 (Portland, Oreg., to Spokane, Wash.).

Walla Walla, Wash., radio range station.

§ 601.4256 Red Federal airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).

No reporting point designation.

§ 601.4257 Red Federal airway No. 57 (Akron, Ohio, to Youngstown, Ohio).

No reporting point designation.

§ 601.4258 Red Federal airway No. 58 (Augusta, Maine, to United States-Canadian Border).

Bangor, Maine, radio range station.

§ 601.4259 Red Federal airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).

No reporting point designation.

§ 601.4260 Red Federal airway No. 60 (Oakland, Calif., to Stockton, Calif.).

Stockton, Calif., radio range station; the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 601.4263 Red Federal airway No. 63 (Bangor, Mich., to Jackson, Mich.).

No reporting point designation.

§ 601.4264 Red Federal airway No. 64 (United States-Canadian Border to Annette Island, Alaska).

No reporting point designation.

§ 601.4265 Red Federal airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).

The intersection of a line bearing 175° True from the Los Angeles, Calif., nondirectional radio beacon and the southwest course of the Long Beach, Calif., radio range.

§ 601.4269 Red Federal airway No. 69 (Midland, Tex., to Big Spring, Tex.).

No reporting point designation.

§ 601.4270 Red Federal airway No. 70 (Midland, Tex., to Lubbock, Tex.).

Midland, Tex., RR.,

§ 601.4271 Red Federal airway No. 71 (El Paso, Tex., to Lubbock, Tex.).

Roswell, N. Mex., radio range station; Lubbock, Tex., radio range station.

§ 601.4272 Red Federal airway No. 72 (Millville, N.J., to Paterson, N.J.).

Willow Grove, Pa. (Navy), radio range station.

§ 601.4273 Red Federal airway No. 73 (Baltimore, Md., to Millville, N.J.).

No reporting point designation.

§ 601.4274 Red Federal airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).

No reporting point designation.

§ 601.4275 Red Federal airway No. 75 (United States-Canadian Border, Vancouver, B.C., to United States-Canadian Border, Abbotsford, B.C.).

No reporting point designation.

§ 601.4277 Red Federal airway No. 77 (Richmond, Va., to Atlantic City, N.J.).

Dover, Del., AFB RBN.

§ 601.4278 Red Federal airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).

No reporting point designation.

§ 601.4279 Red Federal airway No. 79 (Neah Bay, Wash., to Everett, Wash.).

No reporting point designation.

§ 601.4280 Red Federal airway No. 80 (Helena, Mont., to Miles City, Mont.).

No reporting point designation.

§ 601.4281 Red Federal airway No. 81 (Lansing, Mich., to Detroit, Mich.).

No reporting point designation.

§ 601.4282 Red Federal airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).

No reporting point designation.

§ 601.4283 Red Federal airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).

No reporting point designation.

§ 601.4284 Red Federal airway No. 84 (Meridian, Miss., to Maxwell AFB, Ala.).

No reporting point designation.

§ 601.4287 Red Federal airway No. 87 (Hawaiian Islands).

Intersection of the northwest course of the Port Allen radio range and a point 100 miles northwest of the Port Allen radio range station; Port Allen radio range station; Maui radio range station; intersection of the southeast course of the Maui radio range and the east course of the Hilo radio range.

§ 601.4288 Red Federal airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).

Hobbs, N. Mex., radio range station.

§ 601.4290 Red Federal airway No. 90 (Oxnard, Calif., to Burbank, Calif.).

No reporting point designation.

§ 601.4291 Red Federal airway No. 91 (Dunkirk, N.Y., to Syracuse, N.Y.).

No reporting point designation.

§ 601.4292 Red Federal airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).

No reporting point designation.

§ 601.4294 Red Federal airway No. 94 (Providence, R.I., to Hyannis, Mass.).

No reporting point designation.

§ 601.4297 Red Federal airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

No reporting point designation.

§ 601.4299 Red Federal airway No. 99 (Iliamna, Alaska, to Homer, Alaska).

The Iliamna, Alaska, radio range station.

§ 601.4300 Red Federal airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).

No reporting point designation.

§ 601.4302 Red Federal airway No. 102 (Lexington, Ky., to Huntington, W. Va.).

No reporting point designation.

§ 601.4303 Red Federal airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).

No reporting point designation.

§ 601.4305 Red Federal airway No. 105 (Wichita, Kans., to Neosho, Mo.).

No reporting point designation.

§ 601.4308 Red Federal airway No. 108 (Corinne, Utah, to Fort Bridger, Wyo.).

No reporting point designation.

§ 601.4309 Red Federal airway No. 109 (Portland, Oreg., to Spokane, Wash.).

No reporting point designation.

§ 601.4313 Red Federal airway No. 113 (Hawaiian Islands).

The INT of the south course of the Port Allen RR and a line bearing 253° from the Makapuu Point RBN; Makapuu Point RBN.

BLUE FEDERAL AIRWAYS

§ 601.4601 Blue Federal airway No. 1 (Miami, Fla., to Tampa, Fla.).

The intersection of a line bearing 57° from the Fort Myers, Fla., RBN with a 136° bearing from the Tampa, Fla., RR.

§ 601.4603 Blue Federal airway No. 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).

Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; Cross City, Fla., radio range station; Kokomo, Ind., nondirectional radio beacon; Traverse City, Mich., radio range station.

§ 601.4604 Blue Federal airway No. 4 (Boston, Mass., to United States-Canadian Border).

Concord, N.H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

§ 601.4606 Blue Federal airway No. 6 (Bangor, Mich., to Muskegon, Mich.).

No reporting point designation.

§ 601.4608 Blue Federal airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).

Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

§ 601.4609 Blue Federal airway No. 9 (Duluth, Minn., to United States-Canadian Border).

Duluth, Minn., radio range station.

§ 601.4612 Blue Federal airway No. 12 (McGrath, Alaska, to Galena, Alaska).

No reporting point designation.

§ 601.4613 Blue Federal airway No. 13 (Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa).

Fort Smith, Ark., nondirectional radio beacon.

§ 601.4614 Blue Federal airway No. 14 (Campo, Calif., to Julian, Calif., and Riverside, Calif., to Wheeler Ridge, Calif.).

The intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range.

§ 601.4615 Blue Federal airway No. 15 (Akron, Ohio, to Hubbard, Ohio).

No reporting point designation.

§ 601.4616 Blue Federal airway No. 16 (Waverly, Va., to Tappahannock, Va.).

No reporting point designation.

§ 601.4618 Blue Federal airway No. 18 (Paterson, N.J., to Burlington, Vt.).

No reporting point designation.

§ 601.4619 Blue Federal airway No. 19 (Key West, Fla., to Melbourne, Fla.).

The intersection of the north course of the Perrine, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

§ 601.4620 Blue Federal airway No. 20 (Millville, N.J., to Allentown, Pa.).

No reporting point designation.

§ 601.4621 Blue Federal airway No. 21 (Coles Point, Va., to Elmira, N.Y.).

No reporting point designation.

§ 601.4622 Blue Federal airway No. 22 (Delta, Utah, to Malad City, Idaho).

No reporting point designation.

§ 601.4623 Blue Federal airway No. 23 (Norfolk, Va., to Chincoteague, Va.).

No reporting point designation.

§ 601.4625 Blue Federal airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).

The intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range.

§ 601.4626 Blue Federal airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).

Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station.

§ 601.4627 Blue Federal airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).

The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon, Alaska, radio range; Kotzebue, Alaska, nondirectional radio beacon.

§ 601.4629 Blue Federal airway No. 29 (Raleigh, N.C., to Lynchburg, Va.).

The intersection of the northeast course of the Greensboro, N.C., radio range and the southeast course of the Lynchburg, Va., radio range.

§ 601.4630 Blue Federal airway No. 30 (Big Spring, Tex., to Pueblo, Colo.).

Dalhart, Tex., RBN.

§ 601.4632 Blue Federal airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).

No reporting point designation.

§ 601.4633 Blue Federal airway No. 33 (Lansing, Mich., to Saginaw, Mich.).

No reporting point designation.

§ 601.4637 Blue Federal airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).

No reporting point designation.

§ 601.4638 Blue Federal airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).

Five Finger, Alaska, nondirectional radio beacon; the intersection of the southeast course of the Gustavus, Alaska, radio range and the northeast course of the Sitka, Alaska, radio range; Gustavus, Alaska, radio range station.

§ 601.4639 Blue Federal airway No. 39 (Philipsburg, Pa., to Elmira, N.Y.).

No reporting point designation.

§ 601.4640 Blue Federal airway No. 40 (Concord, N.H., to Burlington, Vt.).

No reporting point designation.

§ 601.4641 Blue Federal airway No. 41 (Concord, N.H., to Portland, Maine, and Bangor, Maine, to United States-Canadian Border).

No reporting point designation.

§ 601.4642 Blue Federal airway No. 42 (Goshen, Ind., to Saginaw, Mich.).

Battle Creek, Mich., radio range station.

§ 601.4643 Blue Federal airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).

No reporting point designation.

§ 601.4644 Blue Federal airway No. 44 (Dundee, Mich., to United States-Canadian Border).

No reporting point designation.

§ 601.4645 Blue Federal airway No. 45 (Keene, N.H., to Lebanon, N.H., and Montpelier, Vt., to Newport, Vt.).

No reporting point designation.

§ 601.4647 Blue Federal airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).

The intersection of the south course of the Altoona, Pa., radio range and the southeast course of the Pittsburgh, Pa., radio range.

§ 601.4648 Blue Federal airway No. 48 (Key West, Fla., to Miami, Fla.).

Key West, Fla., radio range station; Marathon, Fla., RBN; the intersection of a 77° True bearing from the Marathon RBN and a 153° True bearing from the Miami, Fla., RBN; Miami, Fla., RBN.

§ 601.4649 Blue Federal airway No. 49 (Atlantic City, N.J., to Philadelphia, Pa.).

No reporting point designation.

§ 601.4651 Blue Federal airway No. 51 (Wendover, Utah, to Dubois, Idaho).

No reporting point designation.

§ 601.4652 Blue Federal airway No. 52 (Tamiami, Fla., to West Palm, Beach, Fla.).

No reporting point designation.

§ 601.4655 Blue Federal airway No. 55 (Crestview, Fla., to Montgomery, Ala.).

The intersection of the north course of the Crestview, Fla., radio range and the northeast course of the Whiting NAS, Fla., radio range.

§ 601.4656 Blue Federal airway No. 56 (Norfolk, Va., to Washington, D.C.).

No reporting point designation.

§ 601.4658 Blue Federal airway No. 58 (Hyannis, Mass., to Squantum, Mass.).

No reporting point designation.

§ 601.4663 Blue Federal airway No. 63 (Concord, N.H., to Berlin, N.H.).

No reporting point designation.

§ 601.4664 Blue Federal airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).

No reporting point designation.

§ 601.4665 Blue Federal airway No. 65 (Shuyak, Alaska, to Homer, Alaska).

No reporting point designation.

§ 601.4666 Blue Federal airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N.Y.).

Bridgeport, Conn., radio range station.

§ 601.4667 Blue Federal airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

No reporting point designation.

§ 601.4668 Blue Federal airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).

No reporting point designation.

§ 601.4671 Blue Federal airway No. 71 (Toledo, Wash., to Seattle, Wash.).

Shelton, Wash., nondirectional radio beacon.

§ 601.4675 Blue Federal airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

No reporting point designation.

§ 601.4676 Blue Federal airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).

No reporting point designation.

§ 601.4679 Blue Federal airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).

Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; the intersection of the northeast course of the Sitka, Alaska, radio range and the northwest course of the Petersburg, Alaska, radio range; Haines, Alaska, nondirectional radio beacon.

§ 601.4680 Blue Federal airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).

No reporting point designation.

§ 601.4684 Blue Federal airway No. 84 (Augusta, Maine, to Millinocket, Maine).

No reporting point designation.

§ 601.4685 Blue Federal airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).

Hutchinson, Kans., RR.

§ 601.4687 Blue Federal airway No. 87 Lexington, Ky., to Dayton, Ohio).

No reporting point designation.

OTHER REPORTING POINTS

§ 601.5001 Other reporting points.

Azalea Intersection: The intersection of the southeast course of the Charleston, S.C., radio range and a line bearing 195° True from the Wilmington (Carolina Beach), N.C., nondirectional radio beacon.

Bass Intersection: The intersection of the southeast course of the Weeksville, N.C. (Navy) radio range and the western boundary of the New York Oceanic Control Area.

Cod Intersection: The intersection of a Great Circle course between the Nantucket, Mass., Consolan station (monitor site) and the Azores Santa Maria nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 41°29′00″ N., longitude 68°00′00″ W.

Carp Intersection: The intersection of a direct line between the Carolina Beach (Wilmington) N.C., RBN and the Nassau, British West Indies, RBN with the centerline of the east course of the Jacksonville, Fla., RR.

Snapper Intersection: The intersection of the northeast course of the Melbourne, Fla., radio range and a line bearing 14° True from West Palm Beach, Fla., radio range station.

East Nantucket Intersection: The intersection of a line bearing 82° True from the Nantucket, Mass., Consolan station (monitor site) and the southeast course of the Squantum, Mass. (Navy), radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N.C. (Navy) radio range.

Eel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic control area.

Gateway Intersection: The intersection of the east course at the Jacksonville, Fla., radio range and a line bearing 195° True from the Wilmington (Carolina Beach), N.C., nondirectional radio beacon.

Gateway Pine Intersection: The intersection of the 239° True radial of the North Bend, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 42°19′15″ N., longitude 126°46′30″ W.

Gateway Hemlock Intersection: The intersection of the 237° True radial of the Newport, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 43°18′45″ N., longitude 126°40′00″ W.

Gateway Cedar Intersection: The intersection of the 234° True radial of the Hoquiam, Wash., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 45°33′00″ N., longitude 126°44′50″ W.

Granite Intersection: The intersection of a line bearing 118° True from the Homer, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Marble Intersection: The intersection of a line bearing 107° True from the Kodiak, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Nan-Love 1 Intersection: The intersection of a 103° True bearing from the Grand Isle, La., nondirectional radio beacon and a 175° True bearing from the Pensacola, Fla. (PNS) radio range station.

Nan-Love 2 Intersection: The intersection of a 285° True bearing from the Egmont Key, Fla., nondirectional radio beacon and a 229° True bearing from the Cross City, Fla., radio range station.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.,-Yarmouth, Nova Scotia, domestic control area.

Sable Intersection: The intersection of the southwest course of the Perrine, Fla., radio range and the centerline of the Marathon control area extension (§ 601.1234).

Shad Intersection: The intersection of the southeast course of the Millville, N.J., radio range and the western boundary of the New York Oceanic control area.

Haddock Intersection: The intersection of a rhumb line between the Nantucket, Mass., Consolan station (monitor site) and the Kindley AFB Bermuda nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 39°50′00″ N., longitude 69°14′30″ W.

Smelt Intersection: Intersection of the southeast course of the Charleston, S.C., radio range and the western boundary of the New York Oceanic control area.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, Nova Scotia, Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N.J., radio range and the northeast course of the Atlantic City, N.J., radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N.J., radio range and the southeast course of the Atlantic City, N.J., radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, Nova Scotia, Domestic control area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York oceanic control area.

Tuna Intersection: Intersection of the southeast course of the Newark, N.J., radio range and the western boundary of the New York Oceanic control area.

Domestic Annette Intersection: The intersection of the southwest course of the Annette, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Sitka Intersection: The intersection of the southwest course of the Sitka, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Gustavus Intersection: The intersection of the southwest course of the Gustavus, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakutat Intersection: The intersection of the southwest course of the Yakutat, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

San Juan, P.R.: San Juan RBN.
Galveston, Tex.: RBN.
Point Tuna, P.R.: Point Tuna RBN.
Pellston, Mich.: Pellston RBN.
Whidbey Island, Wash.; Navy RR.
Farallon Island, Calif., RBN.
Middleton Island, Alaska, RR.

Subpart F—VOR Federal Airway Control Areas

DOMESTIC VOR FEDERAL AIRWAY CONTROL AREAS

§ 601.6001 VOR Federal airway No. 1 control areas (Jacksonville, Fla., to New York, N.Y.).

All of VOR Federal airway No. 1 including a west alternate.

§ 601.6002 VOR Federal airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).

All of VOR Federal airway No. 2 including north and south alternates but excluding the airspace between the main airway and its north alternate between the Helena, Mont., omnirange station and the Billings, Mont., omnirange station.

§ 601.6003 VOR Federal airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).

All of VOR Federal airway No. 3 including east alternates but excluding the airspace between the main airway and its east alternate from the Florence, S.C., VOR to the Raleigh, N.C., VOR.

§ 601.6004 VOR Federal airway No. 4 control areas (Seattle, Wash., to Washington, D.C.).

All of VOR Federal airway No. 4 including north and south alternates, but excluding the airspace between the main airway and its south alternate between the Seattle, Wash., omnirange station and the Yakima, Wash., omnirange station.

§ 601.6005 VOR Federal airway No. 5 control areas (Jacksonville, Fla., to London, Ont.).

All of VOR Federal airway No. 5 including east and west alternates, but excluding the airspace between the main airway and its east alternate from the Jacksonville, Fla., VOR to the Macon, Ga., VOR; excluding the airspace between the main airway and its west alternate from the Alma, Ga., VOR to the Chattanooga, Tenn., VOR, and also excluding the airspace between the main airway and its east alternate from the Bowling Green, Ky., VOR to the Louisville, Ky., VOR.

§ 601.6006 VOR Federal airway No. 6 control areas (Oakland, Calif., to New York, N.Y.).

All of VOR Federal airway No. 6, including north and south alternates.

§ 601.6007 VOR Federal airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).

All of VOR Federal airway No. 7 including east and west alternates, but excluding all that airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its west alternate between the Cross City, Fla., omnirange station and the Marianna, Fla., omnirange station.

§ 601.6008 VOR Federal airway No. 8 control areas (Long Beach, Calif., to Washington, D.C.).

All of VOR Federal airway No. 8 including north and south alternates.

§ 601.6009 VOR Federal airway No. 9 control areas (New Orleans, La., to Green Bay, Wis.).

All of VOR Federal airway No. 9 including east and west alternates.

§ 601.6010 VOR Federal airway No. 10 control areas (Pueblo, Colo., to Youngstown, Ohio).

All of VOR Federal airway No. 10 including north and south alternates, excluding the airspace between the north alternate from the Dodge City, Kans., omnirange station to the Hutchinson, Kans., omnirange station and the main airway.

§ 601.6011 VOR Federal airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).

All of VOR Federal airway No. 11 including east alternates and west alternates.

§ 601.6012 VOR Federal airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).

All of VOR Federal airway No. 12 including north and south alternates but excluding the airspace between the main airway and its south alternate airway from the Needles, Calif., omnirange station to the Winslow, Ariz., omnirange station.

§ 601.6013 VOR Federal airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).

All of VOR Federal airway No. 13 including east and west alternates, but excluding the airspace between the main airway and the west alternate from the Des Moines, Iowa, VOR to the Mason City, Iowa, VOR, and also excluding the airspace between the main airway and the west alternate from the Mason City, Iowa, VOR to the Grantsburg, Wis., VOR.

§ 601.6014 VOR Federal airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).

All of VOR Federal airway No. 14 including north and south alternates.

§ 601.6015 VOR Federal airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).

All of VOR Federal airway No. 15 including east and west alternates.

§ 601.6016 VOR Federal airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).

All of VOR Federal airway No. 16 including north and south alternates but excluding the airspace between the main airway and its south alternate from the Graham, Tenn., omnirange station to the Crossville, Tenn., omnirange station, and also excluding the airspace between the main airway and its north alternate from the Knoxville, Tenn., omnirange station to the Pulaski, Tenn., omnirange station.

§ 601.6017 VOR Federal airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).

All of VOR Federal Airway No. 17 including an east alternate and west alternates.

§ 601.6018 VOR Federal airway No. 18 control areas (Dallas, Tex., to Charleston, S.C.).

All of VOR Federal airway No. 18 including north and south alternates, but excluding the airspace between the main airway and its south alternate from the Anniston, Ala., omnirange station to the Augusta, Ga., omnirange station.

§ 601.6019 VOR Federal airway No. 19 control areas (El Paso, Tex., to Great Falls, Mont.).

All of VOR Federal airway No. 19 including east and west alternates.

§ 601.6020 VOR Federal airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).

All of VOR Federal airway No. 20 including north and south alternates, but excluding the airspace between the main airway and its north alternate airway from the New Orleans, La., omnirange station to the Mobile, Ala., omnirange station and also excluding the airspace between the main airway and its north alternate airway from the Atlanta, Ga., omnirange station to the Spartanburg, S.C., omnirange station.

§ 601.6021 VOR Federal airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).

All of VOR Federal airway No. 21, including east alternates and a west alternate.

§ 601.6022 VOR Federal airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).

All of VOR Federal airway No. 22, including a north alternate, but excluding the airspace between the main airway and its north alternate.

§ 601.6023 VOR Federal airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).

All of VOR Federal airway No. 23 including east and west alternates but excluding the airspace between the main airway and its west alternate between the Portland, Oreg., omnirange station and the Seattle, Wash., omnirange station.

§ 601.6024 VOR Federal airway No. 24 control areas (Aberdeen, S. Dak., to Lone Rock, Wis.).

All of VOR Federal airway No. 24 including north alternates.

§ 601.6025 VOR Federal airway No. 25 control areas (San Diego, Calif., to Ellensburg, Wash.).

All of VOR Federal airway No. 25, including east alternates and also a west alternate.

§ 601.6026 VOR Federal airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio).

All of VOR Federal airway No. 26, including north and south alternates.

§ 601.6027 VOR Federal airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).

All of VOR Federal airway No. 27, including west alternates.

§ 601.6028 VOR Federal airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).

All of VOR Federal airway No. 28.

§ 601.6029 VOR Federal airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).

All of VOR Federal airway No. 29.

§ 601.6030 VOR Federal airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).

All of VOR Federal airway No. 30 including a south alternate, but excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6031 VOR Federal airway No. 31 control areas (Baltimore, Md., to Rochester, N.Y.).

All of VOR Federal airway No. 31.

§ 601.6032 VOR Federal airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).

All of VOR Federal airway No. 32 including north alternates.

§ 601.6033 VOR Federal airway No. 33 control areas (Baltimore, Md., to Buffalo, N.Y.).

All of VOR Federal airway No. 33.

§ 601.6034 VOR Federal airway No. 34 control areas (Rochester, N.Y., to Wilton, Conn.).

All of VOR Federal airway No. 34.

§ 601.6035 VOR Federal airway No. 35 control areas (Key West, Fla., to Syracuse, N.Y.).

All of VOR Federal airway No. 35 including east and west alternates. The airspace below 2,000 feet mean sea level which lies beyond the continental limits of the United States is excluded.

§ 601.6036 VOR Federal airway No. 36 control areas (Toronto, Canada, to New York, N.Y.).

All of VOR Federal airway No. 36 including a south alternate, but excluding the airspace between the main airway and the south alternate.

§ 601.6037 VOR Federal airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).

All of VOR Federal airway No. 37 including west alternates.

§ 601.6038 VOR Federal airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).

All of VOR Federal airway No. 38.

§ 601.6039 VOR Federal airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).

All of VOR Federal airway No. 39.

§ 601.6040 VOR Federal airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).

All of VOR Federal airway No. 40.

§ 601.6041 VOR Federal airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).

All of VOR Federal airway No. 41.

§ 601.6042 VOR Federal airway No. 42 control areas (Flint, Mich., to Washington, D.C.).

All of VOR Federal airway No. 42.

§ 601.6043 VOR Federal airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).

All of VOR Federal airway No. 43.

§ 601.6044 VOR Federal airway No. 44 control areas (Centralia, Ill., to Baltimore, Md.).

All of VOR Federal airway No. 44.

§ 601.6045 VOR Federal airway No. 45 control areas (New Bern, N.C., to Saginaw, Mich.).

All of VOR Federal airway No. 45.

§ 601.6046 VOR Federal airway No. 46 control areas (New York, N.Y., to Nantucket, Mass.).

All of VOR Federal airway No. 46 including a south alternate, but excluding the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6047 VOR Federal airway No. 47 control areas (Bowling Green, Ky., to Detroit, Mich.).

All of VOR Federal airway No. 47 including west alternates.

§ 601.6048 VOR Federal airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).

All of VOR Federal airway No. 48.

§ 601.6050 VOR Federal airway No. 50 control areas (St. Joseph, Mo., to Dayton, Ohio).

All of VOR Federal airway No. 50 including a north and a south alternate.

§ 601.6051 VOR Federal airway No. 51 control areas (Key West, Fla., to Chicago, Ill.).

All of VOR Federal airway No. 51 including east and west alternates, but excluding the airspace between the main airway and its east alternate from the Jacksonville, Fla., VOR to the Macon, Ga., VOR and also excluding the airspace between the main airway and its west alternate from the Alma, Ga., VOR to the Chattanooga, Tenn., VOR.

§ 601.6052 VOR Federal airway No. 52 control areas (Des Moines, Iowa, to Evansville, Ind.).

All of VOR Federal airway No. 52 including north alternates and also a south alternate.

§ 601.6053 VOR Federal airway No. 53 control areas (Charleston, S.C., to Chicago, Ill.).

All of VOR Federal airway No. 53.

§ 601.6054 VOR Federal airway No. 54 control areas (Quitman, Tex., to Charlotte, N.C.).

All of VOR Federal airway No. 54 including north alternates, and a south alternate.

§ 601.6055 VOR Federal airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).

All of VOR Federal airway No. 55 including an east and a west alternate, but excluding the airspace between the main airway and its west alternate from the Fort Wayne, Ind., VORTAC to the Goshen, Ind., VOR.

§ 601.6056 VOR Federal airway No. 56 control areas (Montgomery, Ala., to Florence, S.C.).

All of VOR Federal airway No. 56 including a north and a south alternate.

§ 601.6057 VOR Federal airway No. 57 control areas (Evergreen, Ala., to Hamilton, Ohio).

All of VOR Federal airway No. 57.

§ 601.6058 VOR Federal airway No. 58 control areas (Imperial, Pa., to Hartford, Conn.).

All of VOR Federal airway No. 58.

§ 601.6059 VOR Federal airway No. 59 control areas (Pulaski, Va., to Cleveland, Ohio).

All of VOR Federal airway No. 59.

§ 601.6060 VOR Federal airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).

All of VOR Federal airway No. 60 including south alternates.

§ 601.6061 VOR Federal airway No. 61 control areas (Bridgeport, Tex., to Lawton, Okla.).

All of VOR Federal airway No. 61.

§ 601.6062 VOR Federal airway No. 62 control areas (Prescott, Ariz., to Abilene, Tex.).

All of VOR Federal airway No. 62 including a south alternate.

§ 601.6063 VOR Federal airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).

All of VOR Federal airway No. 63.

§ 601.6064 VOR Federal airway No. 64 control areas (Los Angeles, Calif., to Blythe, Calif.).

All of VOR Federal airway No. 64.

§ 601.6065 VOR Federal airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).

All of VOR Federal airway No. 65.

§ 601.6066 VOR Federal airway No. 66 control areas (San Diego, Calif., to Sulphur Springs, Tex.).

All of VOR Federal airway No. 66 including a north alternate.

§ 601.6067 VOR Federal airway No. 67 control areas (Cedar Rapids, Iowa, to Rochester, Minn.).

All of VOR Federal airway No. 67 including a west alternate.

§ 601.6068 VOR Federal airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).

All of VOR Federal airway No. 68 including north and south alternates.

§ 601.6069 VOR Federal airway No. 69 control areas (Shreveport, La., to Chicago, Ill.).

All of VOR Federal airway No. 69 including a west alternate.

§ 601.6070 VOR Federal airway No. 70 control areas (Lafayette, La., to Baton Rouge, La.).

All of VOR Federal airway No. 70 including a north alternate.

§ 601.6071 VOR Federal airway No. 71 control areas (Flippin, Ark., to Kansas City, Mo.).

All of VOR Federal airway No. 71 including a west alternate.

§ 601.6072 VOR Federal airway No. 72 control areas (Fayetteville, Ark., to Albany, N.Y.).

All of VOR Federal airway No. 72.

§ 601.6073 VOR Federal airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).

All of VOR Federal airway No. 73.

§ 601.6074 VOR Federal airway No. 74 control areas (Hugo, Colo., to Pine Bluff, Ark.).

All of VOR Federal airway No. 74 including a north and a south alternate.

§ 601.6075 VOR Federal airway No. 75 control areas (Petersburg, W. Va., to Cleveland, Ohio).

All of VOR Federal airway No 75.

§ 601.6076 VOR Federal airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).

All of VOR Federal airway No. 76 including north alternates, but excluding the airspace between the main airway and and its north alternate between the Lubbock, Tex., VOR and the Big Spring, Tex., VOR, and also excluding the airspace between the main airway and its north alternate between the San Angelo, Tex., VOR and the Austin, Tex., VOR.

§ 601.6077 VOR Federal airway No. 77 control areas (Cotulla, Tex., to Des Moines, Iowa).

All of VOR Federal airway No. 77 including east alternates, but excluding the airspace between the main airway and its east alternate between the San Angelo, Tex., omnirange station and the Abilene, Tex., omnirange station.

§ 601.6078 VOR Federal airway No. 78 control areas (Huron, S. Dak., to Eau Claire, Wis.).

All of VOR Federal airway No. 78 including a south alternate.

§ 601.6079 VOR Federal airway No. 79 control areas (Fort Stockton, Tex., to Lubbock, Tex.).

All of VOR Federal airway No. 79 including a west alternate, but excluding the airspace between the main airway and its west alternate between the Hobbs, N. Mex., VOR and the Lubbock, Tex., VOR.

§ 601.6080 VOR Federal airway No. 80 control areas (Akron, Colo., to North Platte, Nebr.).

All of VOR Federal airway No. 80.

§ 601.6081 VOR Federal airway No. 81 control areas (Midland, Tex., to Salt Lake City, Utah).

All of VOR Federal airway No. 81 including east alternates.

§ 601.6082 VOR Federal airway No. 82 control areas (Minneapolis, Minn., to Nodine, Minn.).

All of VOR Federal airway No. 82, including a south alternate.

§ 601.6083 VOR Federal airway No. 83 control areas (Carlsbad, N. Mex., to Kiowa, Colo.).

All of VOR Federal airway No. 83 including an east alternate.

§ 601.6084 VOR Federal airway No. 84 control areas (Hinckley, Ill., to Syracuse, N.Y.).

All of VOR Federal airway No. 84.

§ 601.6085 VOR Federal airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).

All of VOR Federal airway No. 85 including a west alternate.

§ 601.6086 VOR Federal airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).

All of VOR Federal airway No. 86.

§ 601.6087 VOR Federal airway No. 87 control areas (San Francisco, Calif., to Red Bluff, Calif.).

All of VOR Federal airway No. 87.

§ 601.6088 VOR Federal airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).

All of VOR Federal airway No. 88.

§ 601.6089 VOR Federal airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).

All of VOR Federal airway No. 89 including east alternates.

§ 601.6090 VOR Federal airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).

All of VOR Federal airway No. 90.

§ 601.6091 VOR Federal airway No. 91 control areas (New York, N.Y., to Montreal, Quebec).

All of VOR Federal airway No. 91 including east alternates and also a west alternate.

§ 601.6092 VOR Federal airway No. 92 control areas (Chicago, Ill., to Washington, D.C.).

All of VOR Federal airway No. 92.

§ 601.6093 VOR Federal airway No. 93 control areas (Baltimore, Md., to Presque Isle, Maine).

All of VOR Federal airway No. 93.

§ 601.6094 VOR Federal airway No. 94 control areas (Hassayampa, Ariz., to Monroe, La.).

All of VOR Federal airway No. 94.

§ 601.6095 VOR Federal airway No. 95 control areas (Phoenix, Ariz., to Farmington, N. Mex.).

All of VOR Federal airway No. 95.

§ 601.6096 VOR Federal airway No. 96 control areas (Kokomo, Ind., to Waterville, Ohio).

All of VOR Federal airway No. 96.

§ 601.6097 VOR Federal airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.).

All of VOR Federal airway No. 97 including east and west alternates, but excluding all of the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6098 VOR Federal airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).

All of VOR Federal airway No. 98.

§ 601.6099 VOR Federal airway No. 99 control areas (Newport, Oreg., to Vancouver, B.C.).

All of VOR Federal airway No. 99.

§ 601.6100 VOR Federal airway No. 100 control areas (Rock River, Wyo., to Detroit, Mich.).

All of VOR Federal airway No. 100.

§ 601.6101 VOR Federal airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).

All of VOR Federal airway No. 101.

§ 601.6102 VOR Federal airway No. 102 control areas (Roswell, N. Mex., to Wichita Falls, Tex.).

All of VOR Federal airway No. 102 including a south alternate.

§ 601.6103 VOR Federal airway No. 103 control areas (Greensboro, N.C., to Windsor, Ontario).

All of VOR Federal airway No. 103.

§ 601.6104 VOR Federal airway No. 104 control areas (Ottawa, Ont., to Plattsburgh, N.Y.).

All of VOR Federal airway No. 104.

§ 601.6105 VOR Federal airway No. 105 control areas (Tucson, Ariz., to Reno, Nev.).

All of VOR Federal airway No. 105 including east alternates.

§ 601.6106 VOR Federal airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine).

All of VOR Federal airway No. 106.

§ 601.6107 VOR Federal airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).

All of VOR Federal airway No. 107.

§ 601.6108 VOR Federal airway No. 108 control areas (Colorado Springs, Colo., to Salina, Kans.).

All of VOR Federal airway No. 108 including a south alternate.

§ 601.6109 VOR Federal airway No. 109 control areas (Panoche, Calif., to Oakland, Calif.).

All of VOR Federal airway No. 109.

§ 601.6110 VOR Federal airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.).

All of VOR Federal airway No. 110.

§ 601.6111 VOR Federal airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).

All of VOR Federal airway No. 111.

§ 601.6112 VOR Federal airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).

All of VOR Federal airway No. 112, including a north alternate.

§ 601.6113 VOR Federal airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).

All of VOR Federal airway No. 113.

§ 601.6114 VOR Federal airway No. 114 control areas (Amarillo, Tex., to New Orleans, La.).

All of VOR Federal airway No. 114 including north alternate and south alternates.

§ 601.6115 VOR Federal airway No. 115 control areas (Crestview, Fla., to Buffalo, N.Y.).

All of VOR Federal airway No. 115.

§ 601.6116 VOR Federal airway No. 116 control areas (Kansas City, Mo., to New York, N.Y.).

All of VOR Federal airway No. 116.

§ 601.6117 VOR Federal airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).

All of VOR Federal airway No. 117.

§ 601.6118 VOR Federal airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).

All of VOR Federal airway No. 118.

§ 601.6119 VOR Federal airway No. 119 control areas (Huntington, W. Va., to Rochester, N.Y.).

All of VOR Federal airway No. 119.

§ 601.6120 VOR Federal airway No. 120 control areas (Mullan Pass, Mont., to Miles City, Mont.).

All of VOR Federal airway No. 120.

§ 601.6121 VOR Federal airway No. 121 control areas (Medford, Oreg., to Eugene, Oreg.).

All of VOR Federal airway No. 121.

§ 601.6122 VOR Federal airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).

All of VOR Federal airway No. 122.

§ 601.6123 VOR Federal airway No. 123 control areas (Washington, D.C., to Westfield, Mass.).

All of VOR Federal airway No. 123.

§ 601.6124 VOR Federal airway No. 124 control areas (Terre Haute, Ind., to Shelbyville, Ind.).

All of VOR Federal airway No. 124.

§ 601.6125 VOR Federal airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).

All of VOR Federal airway No. 125.

§ 601.6126 VOR Federal airway No. 126 control areas (Chicago, Ill., to New York, N.Y.).

All of VOR Federal airway No. 126.

§ 601.6127 VOR Federal airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).

All of VOR Federal airway No. 127.

§ 601.6128 VOR Federal airway No. 128 control areas (Chicago, Ill., to Charleston, W. Va.).

All of VOR Federal airway No. 128 including a south alternate.

§ 601.6129 VOR Federal airway No. 129 control areas (Polo, Ill., to Eau Claire, Wis.).

All of VOR Federal airway No. 129.

§ 601.6130 VOR Federal airway No. 130 control areas (Albany, N.Y., to Providence, R.I.).

All of VOR Federal airway No. 130.

§ 601.6131 VOR Federal airway No. 131 control areas (Tulsa, Okla., to Topeka, Kans.).

All of VOR Federal airway No. 131.

§ 601.6132 VOR Federal airway No. 132 control areas (Cheyenne, Wyo., to Springfield, Mo.).

All of VOR Federal airway No. 132, including a south alternate.

§ 601.6133 VOR Federal airway No. 133 control areas (Charlotte, N.C., to Traverse City, Mich.).

All of VOR Federal airway No. 133.

§ 601.6134 VOR Federal airway No. 134 control areas (Evergreen, Ala., to Columbus, Ga.).

All of VOR Federal airway No. 134.

§ 601.6135 VOR Federal airway No. 135 control areas (Yuma, Ariz., to Tonopah, Nev.).

All of VOR Federal airway No. 135.

§ 601.6136 VOR Federal airway No. 136 control areas (Pulaski, Va., to Raleigh, N.C.).

All of VOR Federal airway No. 136.

§ 601.6137 VOR Federal airway No. 137 control areas (Thermal, Calif., to Point Reyes, Calif.).

All of VOR Federal airway No. 137.

§ 601.6138 VOR Federal airway No. 138 control areas (Rock River, Wyo., to Fort Dodge, Iowa).

All of VOR Federal airway No. 138 including a north alternate and a south alternate.

§ 601.6139 VOR Federal airway No. 139 control areas (Mastic, N.Y., to Boston, Mass.).

All of VOR Federal airway No. 139.

§ 601.6140 VOR Federal airway No. 140 control areas (Amarillo, Tex., to New York, N.Y.).

All of VOR Federal airway No. 140, including north alternates and a south alternate.

§ 601.6141 VOR Federal airway No. 141 control areas (Nantucket, Mass., to Massena, N.Y.).

All of VOR Federal airway No. 141.

§ 601.6142 VOR Federal airway No. 142 control areas (Buffalo, N.Y., to Rochester, N.Y.).

All of VOR Federal airway No. 142.

§ 601.6143 VOR Federal airway No. 143 control areas (Charlotte, N.C., to Washington, D.C.).

All of VOR Federal airway No. 143, including a west alternate, but excluding the airspace between the main airway and the west alternate.

§ 601.6144 VOR Federal airway No. 144 control areas (Chicago, Ill., to Washington, D.C.).

All of VOR Federal airway No. 144.

§ 601.6145 VOR Federal airway No. 145 control areas (Utica, N.Y., to the United States-Canadian Border).

All of VOR Federal airway No. 145.

§ 601.6146 VOR Federal airway No. 146 control areas (Wilkes-Barre, Pa., to Providence, R.I.).

All of VOR Federal airway No. 146.

§ 601.6147 VOR Federal airway No. 147 control areas (Philadelphia, Pa., to Rochester, N.Y.).

All of VOR Federal airway No. 147, including an east alternate.

§ 601.6148 VOR Federal airway No. 148 control areas (Denver, Colo., to Minneapolis, Minn.).

All of VOR Federal airway No. 148 including a south alternate.

§ 601.6149 VOR Federal airway No. 149 control areas (Allentown, Pa., to Utica, N.Y.).

All of VOR Federal airway No. 149.

§ 601.6150 VOR Federal airway No. 150 control areas (San Francisco, Calif., to Sacramento, Calif.).

All of VOR Federal airway No. 150.

§ 601.6151 VOR Federal airway No. 151 control areas (Providence, R.I., to Lebanon, N.H.).

All of VOR Federal airway No. 151.

§ 601.6152 VOR Federal airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).

All of VOR Federal airway No. 152, including north and south alternates.

§ 601.6153 VOR Federal airway No. 153 control areas (New York, N.Y., to Syracuse, N.Y.).

All of VOR Federal airway No. 153.

§ 601.6154 VOR Federal airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).

All of VOR Federal airway No. 154 including a north and a south alternate.

§ 601.6155 VOR Federal airway No. 155 control areas (Augusta, Ga., to Raleigh, Ga.).

All of VOR Federal airway No. 155.

§ 601.6156 VOR Federal airway No. 156 control areas (Elkins, W. Va., to Richmond, Va.).

All of VOR Federal airway No. 156.

§ 601.6157 VOR Federal airway No. 157 control areas (Key West, Fla., to Washington, D.C.).

All of VOR Federal airway No. 157 including a west alternate.

§ 601.6158 VOR Federal airway No. 158 control areas (Waterloo, Iowa, to Polo, Ill.).

All of VOR Federal airway No. 158.

§ 601.6159 VOR Federal airway No. 159 control areas (Miami, Fla., to Birmingham, Ala.).

All of VOR Federal airway No. 159 including an east alternate and west alternate, but excluding the airspace between the main airway and its west alternate from the West Palm Beach, Fla., omnirange station to the Orlando, Fla., omnirange station.

§ 601.6160 VOR Federal airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).

All of VOR Federal airway No. 160.

§ 601.6161 VOR Federal airway No. 161 control areas (Fort Worth, Tex., to Alexandria, Minn.).

All of VOR Federal airway No. 161 including a west alternate.

§ 601.6162 VOR Federal airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).

All of VOR Federal airway No. 162, including a south alternate.

§ 601.6163 VOR Federal airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).

All of VOR Federal airway No. 163 including west alternates and an east alternate.

§ 601.6164 VOR Federal airway No. 164 control areas (Buffalo, N.Y., to New York, N.Y.).

All of VOR Federal airway No. 164 including south alternate, but excluding the airspace between the main airway and the south alternate.

§ 601.6165 VOR Federal airway No. 165 control areas (San Diego, Calif., to Long Beach, Calif.).

All of VOR Federal airway No. 165.

§ 601.6166 VOR Federal airway No. 166 control areas (Martinsburg, W. Va., to New York, N.Y.).

All of VOR Federal airway No. 166.

§ 601.6167 VOR Federal airway No. 167 control areas (New York, N.Y., to Providence, R.I.).

All of VOR Federal airway No. 167.

§ 601.6188 VOR Federal airway No. 168 control areas (Rock River, Wyo., to O'Neill, Nebr.).

All of VOR Federal airway No. 168.

§ 601.6169 VOR Federal airway No. 169 control areas (Tobe, Colo., to Rapid City, S. Dak.).

All of VOR Federal airway No. 169.

§ 601.6170 VOR Federal airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).

All of VOR Federal airway No. 170.

§ 601.6171 VOR Federal airway No. 171 control areas (Louisville, Ky., to Alexandria, Minn.).

All of VOR Federal airway No. 171.

§ 601.6172 VOR Federal airway No. 172 control areas (Denver, Colo., to South Bend, Ind.).

All of VOR Federal airway No. 172 including north alternates and also a south alternate.

§ 601.6173 VOR Federal airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).

All of VOR Federal airway No. 173.

§ 601.6174 VOR Federal airway No. 174 control areas (Vichy, Mo., to Washington, D.C.).

All of VOR Federal airway No. 174.

§ 601.6175 VOR Federal airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).

All of VOR Federal airway No. 175.

§ 601.6176 VOR Federal airway No. 176 control areas (Memphis, Tenn., to Birmingham, Ala.).

All of VOR Federal airway No. 176 including a north and a south alternate.

§ 601.6177 VOR Federal airway No. 177 control areas (Fort Wayne, Ind., to Janesville, Wis.).

All of VOR Federal airway No. 177.

§ 601.6178 VOR Federal airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).

All of VOR Federal airway No. 178 including a south alternate.

§ 601.6179 VOR Federal airway No. 179 control areas (Paducah, Ky., to Bible Grove, Ill.).

All of VOR Federal airway No. 179.

§ 601.6180 VOR Federal airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).

All of VOR Federal airway No. 180.

§ 601.6181 VOR Federal airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).

All of VOR Federal airway No. 181.

§ 601.6182 VOR Federal airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).

All of VOR Federal airway No. 182, including a north alternate.

§ 601.6183 VOR Federal airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).

All of VOR Federal airway No. 183.

§ 601.6184 VOR Federal airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).

All of VOR Federal airway No. 184.

§ 601.6185 VOR Federal airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).

All of VOR Federal airway No. 185 including an east alternate and west alternates, but excluding the airspace between the main airway and its west alternate from the Augusta, Ga., VOR to the Asheville, N.C., VOR and also excluding the airspace between the main airway and its east alternate from the Asheville, N.C., VOR to the Knoxville, Tenn., VOR.

§ 601.6186 VOR Federal airway No. 186 control areas (St. Louis, Mo., to Vandalia, Ill.).

All of VOR Federal airway No. 186.

§ 601.6187 VOR Federal airway No. 187 control areas (Albuquerque, N. Mex., to Billings, Mont.).

All of VOR Federal airway No. 187 including a west alternate.

§ 601.6188 VOR Federal airway No. 188 control areas (Detroit, Mich., to New York, N.Y.).

All of VOR Federal airway No. 188.

§ 601.6189 VOR Federal airway No. 189 control areas (Rocky Mount, N.C., to Franklin, Va.).

All of VOR Federal airway No. 189.

§ 601.6190 VOR Federal airway No. 190 control areas (Phoenix, Ariz., to Grants, N. Mex.).

All of VOR Federal airway No. 190.

§ 601.6191 VOR Federal airway No. 191 control areas (Memphis, Tenn., to Milwaukee, Wis.).

All of VOR Federal airway No. 191.

§ 601.6192 VOR Federal airway No. 192 control areas (Zuni, N. Mex., to Tucumcari, N. Mex.).

All of VOR Federal airway No. 192.

§ 601.6193 VOR Federal airway No. 193 control areas (Keeler, Mich., to Sault Ste. Marie, Mich.).

All of VOR Federal airway No. 193.

§ 601.6194 VOR Federal airway No. 194 control areas (Lafayette, La., to Norfolk, Va.).

All of VOR Federal airway No. 194 including a north alternate.

§ 601.6195 VOR Federal airway No. 195 control areas (Oakland, Calif., to Fortuna, Calif.).

All of VOR Federal airway No. 195.

§ 601.6196 VOR Federal airway No. 196 control areas (Tupper Lake, N.Y., to Plattsburgh, N.Y.).

All of VOR Federal airway No. 196.

§ 601.6197 VOR Federal airway No. 197 (Las Vegas, N. Mex., to Pueblo, Colo.).

All of VOR Federal airway No. 197.

§ 601.6198 VOR Federal airway No. 198 control areas (San Simon, Ariz., to Houston, Tex.).

All of VOR Federal airway No. 198.

§ 601.6199 VOR Federal airway No. 199 control areas (San Francisco, Calif., to Ukiah, Calif.).

All of VOR Federal airway No. 199.

§ 601.6200 VOR Federal airway No. 200 control areas (Ukiah, Calif., to Kremmling, Colo.).

All of VOR Federal airway No. 200.

§ 601.6201 VOR Federal airway No. 201 control areas (Los Angeles, Calif., to Palmdale, Calif.).

All of VOR Federal airway No. 201.

§ 601.6202 VOR Federal airway No. 202 control areas (Tucson, Ariz., to Truth or Consequences, N. Mex.).

All of VOR Federal airway No. 202.

§ 601.6203 VOR Federal airway No. 203 control areas (Norwich, Conn., to Massena, N.Y.).

All of VOR Federal airway No. 203.

§ 601.6204 VOR Federal airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).

All of VOR Federal airway No. 204.

§ 601.6205 VOR Federal airway No. 205 control areas (Springfield, Mo., to Sioux City, Iowa).

All of VOR Federal airway No. 205 including a west alternate.

§ 601.6206 VOR Federal airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).

All of VOR Federal airway No. 206.

§ 601.6207 VOR Federal airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).

All of VOR Federal airway No. 207.

§ 601.6208 VOR Federal airway No. 208 control areas (Los Angeles, Calif., to Peach Springs, Ariz.).

All of VOR Federal airway No. 208.

§ 601.6209 VOR Federal airway No. 209 control areas (Mobile, Ala., to Tuscaloosa, Ala.).

All of VOR Federal airway No. 209.

§ 601.6210 VOR Federal airway No. 210 control areas (Los Angeles, Calif., to Imperial, Pa.).

All of VOR Federal airway No. 210 including north and south alternates.

§ 601.6211 VOR Federal airway No. 211 control areas (Fort Stockton, Tex., to Cotulla, Tex.).

All of VOR Federal airway No. 211.

§ 601.6212 VOR Federal airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).

All of VOR Federal airway No. 212.

§ 601.6213 VOR Federal airway No. 213 control areas (Myrtle Beach, S.C., to Tappahannock, Va.).

All of VOR Federal airway No. 213.

§ 601.6214 VOR Federal airway No. 214 control areas (Columbus, Ohio, to Pittsburgh, Pa.).

All of VOR Federal airway No. 214.

§ 601.6215 VOR Federal airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).

All of VOR Federal airway No. 215.

§ 601.6216 VOR Federal airway No. 216 control areas (Lamar, Colo., to Saginaw, Mich.).

All of VOR Federal airway No. 216.

§ 601.6217 VOR Federal airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).

All of VOR Federal airway No. 217.

§ 601.6218 VOR Federal airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).

All of VOR Federal airway No. 218.

§ 601.6219 VOR Federal airway No. 219 control areas (Hayes Center, Nebr., to Wolbach, Nebr.).

All of VOR Federal airway No. 219.

§ 601.6220 VOR Federal airway No. 220 control areas (Kremmling, Colo., to Wolbach, Nebr.).

All of VOR Federal airway No. 220.

§ 601.6221 VOR Federal airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).

All of VOR Federal airway No. 221.

§ 601.6222 VOR Federal airway No. 222 control areas (El Paso, Tex., to Gordonsville, Va.).

All of VOR Federal airway No. 222 including a north alternate.

§ 601.6223 VOR Federal airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).

All of VOR Federal airway No. 223.

§ 601.6224 VOR Federal airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border).

All of VOR Federal airway No. 224.

§ 601.6225 VOR Federal airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.).

All of VOR Federal airway No. 225.

§ 601.6226 VOR Federal airway No. 226 control areas (Williamsport, Pa., to New York, N.Y.).

All of VOR Federal airway No. 226.

§ 601.6227 VOR Federal airway No. 227 control areas (Louisville, Ky., to Peotone, Ill.).

All of VOR Federal airway No. 227.

§ 601.6228 VOR Federal airway No. 228 control areas (Northbrook, Ill., to South Bend, Ind.).

All of VOR Federal airway No. 228.

§ 601.6229 VOR Federal airway No. 229 control areas (Wilmington, N.C., to Cofield, N.C.).

All of VOR Federal airway No. 229.

§ 601.6230 VOR Federal airway No. 230 control areas (Salinas, Calif., to Fresno, Calif.).

All of VOR Federal airway No. 230.

§ 601.6231 VOR Federal airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.).

All of VOR Federal airway No. 231.

§ 601.6232 VOR Federal airway No. 232 control areas (Cleveland, Ohio, to Stroudsburg, Pa.).

All of VOR Federal airway No. 232.

§ 601.6233 VOR Federal airway No. 233 control areas (Springfield, Ill., to Cedar Rapids, Iowa).

All of VOR Federal airway No. 233 including an east alternate.

§ 601.6234 VOR Federal airway No. 234 control areas (Anton Chico, N. Mex., to Hutchinson, Kans.).

All of VOR Federal airway No. 234.

§ 601.6235 VOR Federal airway No. 235 control areas (Provo, Utah, to Fort Bridger, Wyo.).

All of VOR Federal airway No. 235.

§ 601.6236 VOR Federal airway No. 236 control areas (Booneville, Utah, to Ogden, Utah).

All of VOR Federal airway No. 236.

§ 601.6237 VOR Federal airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.).

All of VOR Federal airway No. 237.

§ 601.6238 VOR Federal airway No. 238 control areas (Philipsburg, Pa., to Atlantic City, N.J.).

All of VOR Federal airway No. 238.

§ 601.6239 VOR Federal airway No. 239 control areas (Wildwood, N.J., to Boothwyn, Pa.).

All of VOR Federal airway No. 239.

§ 601.6240 VOR Federal airway No. 240 control areas (New Orleans, La., to Mobile, Ala.).

All of VOR Federal airway No. 240.

§ 601.6241 VOR Federal airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.).

All of VOR Federal airway No. 241.

§ 601.6242 VOR Federal airway No. 242 control areas (Mobile, Ala., to Brookley AFB, Ala.).

All of VOR Federal airway No. 242.

§ 601.6243 VOR Federal airway No. 243 control areas (Chattanooga, Tenn., to Scotland, Ind.).

All of VOR Federal airway No. 243.

§ 601.6244 VOR Federal airway No. 244 control areas (Oakland, Calif., to Hanksville, Utah).

All of VOR Federal airway No. 244.

§ 601.6245 VOR Federal airway No. 245 control areas (Goffs, Calif., to Las Vegas, Nev.).

All of VOR Federal airway No. 245.

§ 601.6246 VOR Federal airway No. 246 control areas (Sidney, Ohio, to Mansfield, Ohio).

All of VOR Federal airway No. 246.

§ 601.6247 VOR Federal airway No. 247 control areas (Scottsbluff, Nebr., to Crazy Woman, Wyo.).

All of VOR Federal airway No. 247.

§ 601.6248 VOR Federal airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.).

All of VOR Federal airway No. 248.

§ 601.6249 VOR Federal airway No. 249 control areas (Sparta, N.J., to Utica, N.Y.).

All of VOR Federal airway No. 249.

§ 601.6250 VOR Federal airway No. 250 control areas (Imperial, Pa., to Clarion, Pa.).

All of VOR Federal airway No. 250.

§ 601.6251 VOR Federal airway No. 251 control areas (Front Royal, Va., to Sparta, N.J.).

All of VOR Federal airway No. 251.

§ 601.6252 VOR Federal airway No. 252 control areas (Buffalo, N.Y., to New York, N.Y.).

All of VOR Federal airway No. 252.

§ 601.6253 VOR Federal airway No. 253 control areas (Provo, Utah, to Boise, Idaho).

All of VOR Federal airway No. 253.

§ 601.6254 VOR Federal airway No. 254 control areas (Reinholds, Pa., to Columbus, N.J.).

All of VOR Federal airway No. 254.

§ 601.6255 VOR Federal airway No. 255 control areas (Burlington, Iowa, to Janesville, Wis.).

All of VOR Federal airway No. 255.

§ 601.6256 VOR Federal airway No. 256 control areas (Reinholds, Pa., to Yardley, Pa.).

All of VOR Federal airway No. 256.

§ 601.6257 VOR Federal airway No. 257 control areas (Phoenix, Ariz., to Great Falls, Mont.).

All of VOR Federal airway No. 257 including a west alternate but excluding the airspace between the main airway and the west alternate.

§ 601.6258 VOR Federal airway No. 258 control areas (Charleston, W. Va., to Penhook, Va.).

All of VOR Federal airway No. 258.

§ 601.6259 VOR Federal airway No. 259 control areas (Charlotte, N.C., to Tri-City, Tenn.).

All of VOR Federal airway No. 259 including an east alternate.

§ 601.6260 VOR Federal airway No. 260 control areas (Charleston, W. Va., to Richmond, Va.).

All of VOR Federal airway No. 260.

§ 601.6261 VOR Federal airway No. 261 control areas (Pulaski, Va., to Beckley, W. Va.).

All of VOR Federal airway No. 261.

§ 601.6262 VOR Federal airway No. 262 control areas (Bradford, Ill., to Chicago, Ill.).

All of VOR Federal airway No. 262.

§ 601.6263 VOR Federal airway No. 263 control areas (Lamar, Colo., to Thurman, Colo.).

All of VOR Federal airway No. 263.

§ 601.6264 VOR Federal airway No. 264 control areas (Los Angeles, Calif., to Prescott, Ariz.).

All of VOR Federal airway No. 264.

§ 601.6265 VOR Federal airway No. 265 control areas (Washington, D.C., to Dunkirk, N.Y.).

All of VOR Federal airway No. 265.

§ 601.6266 VOR Federal airway No. 266 control areas (Hickory, N.C., to Norfolk, Va.).

All of VOR Federal airway No. 266.

§ 601.6267 VOR Federal airway No. 267 control areas (Miami, Fla., to Jacksonville, Fla.).

All of VOR Federal airway No. 267.

§ 601.6268 VOR Federal airway No. 268 control areas (Flint Stone, Md., to Baltimore, Md.).

All of VOR Federal airway No. 268.

§ 601.6269 VOR Federal airway No. 269 control areas (Wells, Nev., to Pocatello, Idaho).

All of VOR Federal airway No. 269.

§ 601.6270 VOR Federal airway No. 270 control areas (Erie, Pa., to Chester, Mass.).

All of VOR Federal airway No. 270.

§ 601.6271 VOR Federal airway No. 271 control areas (Kenton, Del., to West Chester, Md.).

All of VOR Federal airway No. 271.

§ 601.6272 VOR Federal airway No. 272 control areas (Sayre, Okla., to McAlester, Okla.).

All of VOR Federal airway No. 272 including a north and a south alternate.

§ 601.6273 VOR Federal airway No. 273 control areas (Downsville, N.Y., to Syracuse, N.Y.).

All of VOR Federal airway No. 273.

§ 601.6274 VOR Federal airway No. 274 control areas (Grand Rapids, Mich., to Saginaw, Mich.).

All of VOR Federal airway No. 274.

§ 601.6275 VOR Federal airway No. 275 control areas (Cincinnati, Ohio, to Detroit, Mich.).

All of VOR Federal airway No. 275 including a west alternate.

§ 601.6276 VOR Federal airway No. 276 control areas (Navarre, Ohio, to Monmouth, N.J.).

All of VOR Federal airway No. 276.

§ 601.6277 VOR Federal airway No. 277 control areas (Sidney, Ohio, to Keeler, Mich.).

All of VOR Federal airway No. 277.

§ 601.6278 VOR Federal airway No. 278 control areas (Guthrie, Tex., to Birmingham, Ala.).

All of VOR Federal airway No. 278.

§ 601.6279 VOR Federal airway No. 279 control areas (Columbus, Ohio, to Findlay, Ohio).

All of VOR Federal airway No. 279.

§ 601.6280 VOR Federal airway No. 280 control areas (El Paso, Tex., to Kansas City, Mo.).

All of VOR Federal airway No. 280.

§ 601.6281 VOR Federal airway No. 281 control areas (Redmond, Oreg., to Spokane, Wash.).

All of VOR Federal airway No. 281 including an east alternate.

§ 601.6282 VOR Federal airway No. 282 control areas (Brandon, N.Y., to Montreal, Canada).

All of VOR Federal airway No. 282.

§ 601.6283 VOR Federal airway No. 283 control areas (Fresno, Calif., to Newberg, Oreg.).

All of VOR Federal airway No. 283.

§ 601.6284 VOR Federal airway No. 284 control areas (Fort Stockton, Tex., to San Angelo, Tex.).

All of VOR Federal airway No. 284 including a north alternate, but excluding the airspace between the main airway and its north alternate between the Fort Stockton, Tex., VOR and the San Angelo, Tex., VOR.

§ 601.6285 VOR Federal airway No. 285 control areas (Myton, Utah, to Rawlins, Wyo.).

All of VOR Federal airway No. 285.

§ 601.6286 VOR Federal airway No. 286 control areas (Front Royal, Va., to Cape Charles, Va.).

All of VOR Federal airway No. 286.

§ 601.6287 VOR Federal airway No. 287 control areas (North Bend, Oreg., to Portland, Oreg.).

All of VOR Federal airway No. 287.

§ 601.6288 VOR Federal airway No. 288 control areas (Lucin, Utah, to Fort Bridger, Wyo.).

All of VOR Federal airway No. 288.

§ 601.6289 VOR Federal airway No. 289 control areas (Beaumont, Tex., to Texarkana, Ark.).

All of VOR Federal airway No. 289 including an east alternate.

§ 601.6290 VOR Federal airway No. 290 control areas (Charleston, W. Va., to Montebello, Va.).

All of VOR Federal airway No. 290.

§ 601.6291 VOR Federal airway No. 291 control areas (Drake, Ariz., to Tuba City, Ariz.).

All of VOR Federal airway No. 291.

§ 601.6292 VOR Federal airway No. 292 control areas (Hartford, Conn., to Boston, Mass.).

All of VOR Federal airway No. 292.

§ 601.6293 VOR Federal airway No. 293 control areas (West Palm Beach, Fla., to St. Petersburg, Fla.).

All of VOR Federal airway No. 293.

§ 601.6294 VOR Federal airway No. 294 control areas (Des Moines, Iowa, to Cedar Rapids, Iowa).

All of VOR Federal airway No. 294.

§ 601.6295 VOR Federal airway No. 295 control areas (Miami, Fla., to Cross City, Fla.).

All of VOR Federal airway No. 295.

§ 601.6296 VOR Federal airway No. 296 control areas (Asheville, N.C., to Charlotte, N.C.).

All of VOR Federal airway No. 296.

§ 601.6297 VOR Federal airway No. 297 control areas (Mansfield, Ohio, to Carleton, Mich.).

All of VOR Federal airway No. 297.

§ 601.6298 VOR Federal airway No. 298 control areas (Pendleton, Oreg., to Casper, Wyo.).

All of VOR Federal airway No. 298.

§ 601.6299 VOR Federal airway No. 299 control areas (Los Angeles, Calif., to Bakersfield, Calif.).

All of VOR Federal airway No. 299 including a west alternate.

§ 601.6300 VOR Federal airway No. 300 control areas (Sault Ste. Marie, Mich., to Toronto, Ont.).

All of VOR Federal airway No. 300, including a north alternate.

HAWAIIAN VOR FEDERAL AIRWAY CONTROL AREAS

§ 601.6401 Hawaiian VOR Federal airway No. 1 control areas.

All of Hawaiian VOR Federal airway No. 1.

§ 601.6402 Hawaiian VOR Federal airway No. 2 control areas.

All of Hawaiian VOR Federal airway No. 2, including south alternates.

§ 601.6403 Hawaiian VOR Federal airway No. 3 control areas.

All of Hawaiian VOR Federal airway No. 3.

§ 601.6404 Hawaiian VOR Federal airway No. 4 control areas.

All of Hawaiian VOR Federal airway No. 4.

§ 601.6405 Hawaiian VOR Federal airway No. 5 control areas.

All of Hawaiian VOR Federal airway No. 5.

§ 601.6406 Hawaiian VOR Federal airway No. 6 control areas.

All of Hawaiian VOR Federal airway No. 6.

§ 601.6407 Hawaiian VOR Federal airway No. 7 control areas.

All of Hawaiian VOR Federal airway No. 7.

§ 601.6408 Hawaiian VOR Federal airway No. 8 control areas.

All of Hawaiian VOR Federal airway No. 8.

§ 601.6409 Hawaiian VOR Federal airway No. 9 control areas.

All of Hawaiian VOR Federal airway No. 9.

§ 601.6410 Hawaiian VOR Federal airway No. 10 control areas.

All of Hawaiian VOR Federal airway No. 10.

§ 601.6411 Hawaiian VOR Federal airway No. 11 control areas.

All of Hawaiian VOR Federal airway No. 11.

§ 601.6412 Hawaiian VOR Federal airway No. 12 control areas.

All of Hawaiian VOR Federal airway No. 12.

§ 601.6421 VOR Federal airway No. 421 control areas (Truth or Consequences, N. Mex., to Farmington, N. Mex.).

All of VOR Federal airway No. 421.

§ 601.6422 VOR Federal airway No. 422 control areas (Chicago, Ill., to Attica, Ohio).

All of VOR Federal airway No. 422.

§ 601.6424 VOR Federal airway No. 424 control areas (Blue Springs, Mo., to Macon, Mo.).

All of VOR Federal airway No. 424.

§ 601.6425 VOR Federal airway No. 425 control areas (Brookley, Ala., to Axis, Ala.).

All of VOR Federal airway No. 425.

§ 601.6426 VOR Federal airway No. 426 control areas (St. Louis, Mo., to Nakomis, Ill.).

All of VOR Federal airway No. 426.

§ 601.6427 VOR Federal airway No. 427 control areas (Newcomerstown, Ohio, to Navarre, Ohio).

All of VOR Federal airway No. 427.

§ 601.6428 VOR Federal airway No. 428 control areas (Elmira, N.Y., to Munnsville, N.Y.).

All of VOR Federal airway No. 428.

§ 601.6429 VOR Federal airway No. 429 control areas (Decatur, Ill., to Janesville, Wis.).

All of VOR Federal airway No. 429.

§ 601.6431 VOR Federal airway No. 431 control areas (Glens Falls, N.Y., to Plattsburgh, N.Y.).

All of VOR Federal airway No. 431.

§ 601.6432 VOR Federal airway No. 432 control areas (Thermal, Calif., to Rice, Calif.).

All of VOR Federal airway No. 432.

§ 601.6433 VOR Federal airway No. 433 control areas (New Castle, Del., to Newark, N.J.).

All of VOR Federal airway No. 433.

§ 601.6434 VOR Federal airway No. 434 control areas (Ottumwa, Iowa, to Peoria, Ill.).

All of VOR Federal airway No. 434.

§ 601.6435 VOR Federal airway No. 435 control areas (Sidney, Ohio, to Attica, Ohio).

All of VOR Federal airway No. 435.

§ 601.6436 VOR Federal airway No. 436 control areas (Kenai, Alaska, to Talkeetna, Alaska).

All of VOR Federal airway No. 436.

§ 601.6437 VOR Federal airway No. 437 control areas (Charleston, S.C., to Florence, S.C.).

All of VOR Federal airway No. 437 including a west alternate.

§ 601.6438 VOR Federal airway No. 438 control areas (Skilak, Alaska, to Talkeetna, Alaska).

All of VOR Federal airway No. 438.

§ 601.6440 VOR Federal airway No. 440 control areas (Whittier, Alaska, to Skwentna, Alaska).

All of VOR Federal airway No. 440.

§ 601.6441 VOR Federal airway No. 441 control areas (Tampa, Fla., to Ocala, Fla.).

All of VOR Federal airway No. 441.

§ 601.6442 VOR Federal airway No. 442 control areas (Hector, Calif., to Rice, Calif.).

All of VOR Federal airway No. 442.

§ 601.6443 VOR Federal airway No. 443 control areas (Glen Dale, W. Va., to Cleveland, Ohio).

All of VOR Federal airway No. 443.

§ 601.6444 VOR Federal airway No. 444 control areas (Spokane, Wash., to Mullan Pass, Mont.).

All of VOR Federal airway No. 444.

§ 601.6445 VOR Federal airway No. 445 control areas (Unassigned).

§ 601.6446 VOR Federal airway No. 446 control areas (Troy, Ill., to Samsville, Ill.).

All of VOR Federal airway No. 446.

§ 601.6447 VOR Federal airway No. 447 control areas.

[Unassigned.]

§ 601.6448 VOR Federal airway No. 448 control areas (Ephrata, Wash., to Mullan Pass, Mont.).

All of VOR Federal airway No. 448.

§ 601.6449 VOR Federal airway No. 449 control areas (Unassigned).

§ 601.6450 VOR Federal airway No. 450 control areas (Muskegon, Mich., to Green Bay, Wis.).

All of VOR Federal airway No. 450.

§ 601.6451 VOR Federal airway No. 451 control areas (Unassigned).

§ 601.6452 VOR Federal airway No. 452 control areas (Raton, N. Mex., to Dalhart, Tex.).

All of VOR Federal airway No. 452.

§ 601.6453 VOR Federal airway No. 453 control areas (Unassigned).

§ 601.6454 VOR Federal airway No. 454 control areas (Evergreen, Ala., to Charlotte, N.C.).

All of VOR Federal airway No. 454 including a north alternate.

§ 601.6463 VOR Federal airway No. 463 control areas (Norwich, Conn., to Putnam, Conn.).

All of VOR Federal airway No. 463.

CONTROL AREA ALTERATIONS

§ 601.6600 VOR Federal airway No. 1500 control areas (San Francisco, Calif., to New York, N.Y.).

All of VOR Federal airway No. 1500.

§ 601.6602 VOR Federal airway No. 1502 control areas (San Francisco, Calif., to New York, N.Y.).

All of VOR Federal airway No. 1502.

§ 601.6604 VOR Federal airway No. 1504 control areas (San Francisco, Calif., to Washington, D.C.).

All of VOR Federal airway No. 1504.

§ 601.6606 VOR Federal airway No. 1506 control areas (San Francisco, Calif., to Washington, D.C.).

All of VOR Federal airway No. 1506.

§ 601.6608 VOR Federal airway No. 1508 control areas (Los Angeles, Calif., to New York, N.Y.).

All of VOR Federal airway No. 1508.

§ 601.6610 VOR Federal airway No. 1510 control areas (Los Angeles, Calif., to New York, N.Y.).

All of VOR Federal airway No. 1510 but excluding the airspace between the main airway and its north alternate between the Iowa City, Iowa, VOR and the Waterville, Ohio, VOR.

§ 601.6612 VOR Federal airway No. 1512 control areas (Los Angeles, Calif., to New York, N.Y.).

All of VOR Federal airway No. 1512.

§ 601.6614 VOR Federal airway No. 1514 control areas (San Francisco, Calif., to New York, N.Y.).

All of VOR Federal airway No. 1514.

§ 601.6616 VOR Federal airway No. 1516 control areas (San Francisco, Calif., to Washington, D.C.).

All of VOR Federal airway No. 1516.

§ 601.6618 VOR Federal airway No. 1518 control areas (Los Angeles, Calif., to Washington, D.C.).

All of VOR Federal airway No. 1518.

§ 601.6620 VOR Federal airway No. 1520 control areas (Los Angeles, Calif., to Washington, D.C.).

All of VOR Federal airway No. 1520.

§ 601.6622 VOR Federal airway No. 1522 control areas (Los Angeles, Calif., to Washington, D.C.).

All of VOR Federal airway No. 1522.

§ 601.6629 VOR Federal airway No. 1529 control areas (Los Angeles, Calif., to United States-Canadian Border).

All of VOR Federal airway No. 1529.

§ 601.6631 VOR Federal airway No. 1531 control areas (San Francisco, Calif., to United States-Canadian Border).

All of VOR Federal airway No. 1531.

§ 601.6633 VOR Federal airway No. 1533 control areas (San Francisco, Calif., to United States-Canadian Border).

All of VOR Federal airway No. 1533.

§ 601.6635 VOR Federal airway No. 1535 control areas (Lovelock, Nev., to United States-Canadian Border).

All of VOR Federal airway No. 1535.

Subpart G—VOR Federal Airway Reporting Points

§ 601.7001 Domestic VOR reporting points.

Aberdeen, S. Dak., omnirange station.

Abilene, Tex., omnirange station.

Akron, Colo., omnirange station.

Albany, Ga., omnirange station.

Albany, N.Y., omnirange station.

Albuquerque, N. Mex., omnirange station.

Alexandria, La., omnirange station.

Alexandria, Minn., omnirange station.

Alice, Tex., omnirange station.

Allendale, S.C., omnirange station.

Allentown, Pa., omnirange station.

Alma, Ga., omnirange station.

Altoona Intersection: The intersection of the Johnstown, Pa., omnirange 092° True and the Philipsburg, Pa., omnirange 202° True radials.

Amarillo, Tex., omnirange station.

Anchorage, Alaska, VOR.

Andalusia Intersection: The intersection of the Evergreen, Ala., omnirange 108° True and the Crestview, Fla., omnirange 013° True radials.

Animas Intersection: The intersection of the Douglas, Ariz., omnirange 063° True and the Columbus, N. Mex., omnirange 277° True radials.

Anthony, Kans., omnirange station.

Anton Chico, N. Mex., omnirange station.

Appleton, Ohio, omnirange station.

Ardmore, Okla., omnirange station.

Asheville, N.C., omnirange station.

Atlanta, Ga., omnirange station.

Atwater Intersection: The intersection of the Youngstown, Ohio, omnirange 233° True and the Cleveland, Ohio, omnirange 116° True radials.

Augusta, Ga., omnirange station.

Augusta, Maine, omnirange station.

Austin, Tex., omnirange station.

Avalon Intersection: The intersection of the Oceanside, Calif., omnirange 280° True and the Long Beach, Calif., omnirange 200° True radials.

Avenal, Calif., VOR.

Baker, Oreg., omnirange station.

Bakersfield, Calif., omnirange station.

Bangor, Maine, omnirange station.

Banning Intersection: The intersection of the Ontario, Calif., omnirange 091° True and the March, Calif., omnirange 061° True radials.

Baltimore, Md., omnirange station.

Barstow Intersection: The intersection of the Hector, Calif., omnirange 265° T and the Daggett, Calif., omnirange 235° T radials.

Baton Rouge, La., omnirange station.

Battle Creek, Mich., omnirange station.

Battle Mountain, Nev., omnirange station.

Bay Point INT: The INT of the Oakland, Calif., VOR direct radial to the Sacramento, Calif., VOR with the Modesto, Calif., VOR 292° T radial.

Beatty, Nev., VOR.

Beaumont, Tex., omnirange station.

Bellingham, Wash., omnirange station.

Beluga INT: The INT of the Anchorage, Alaska, VOR 347° T radial and the Skwentna, Alaska, RR southeast course.

Benito Intersection: The intersection of the Paso Robles, Calif., omnirange 336° T and the Salinas, Calif., omnirange 110° T radials.

Bible Grove, Ill., omnirange station.

Big Spring, Tex., omnirange station.

Billings, Mont., omnirange station.

Binghamton, N.Y., omnirange station.

Birmingham, Ala., omnirange station.

Biscayne, Fla., omnirange station.

Bismarck, N. Dak., omnirange station.

Blackwater, Mo., omnirange station.

Blue Spring, Mo., omnirange station.

Blythe, Calif., omnirange station.

Boise, Idaho, omnirange station.

Bonneville, Utah, omnirange station.

Boston, Mass., omnirange station.

Bowling Green, Ky., omnirange station.

Bradford, Ill., omnirange station.

Bradford, Pa., omnirange station.

Bradley Intersection: The intersection of the Poughkeepsie, N.Y., omnirange 081° T and the Hartford, Conn., omnirange 320° T radials.

Bridgeport, Tex., VOR.

Britton, Tex., omnirange station.

Brookley AFB, Ala., omnirange station.

Brownson INT: The INT of the Ramey AFB, P.R., VOR 013° T and the San Juan, P.R., VOR 296° T radials.

Brownsville, Tex., omnirange station.

Brunswick, Ga., omnirange station.

Bryce Canyon, Utah, omnirange station.

Buffalo, N.Y., omnirange station.

Burley, Idaho, omnirange station.

Burlington, Iowa, omnirange station.

Butler, Mo., omnirange station.

Butte, Mont., omnirange station.

Campbell Intersection: The intersection of the San Francisco, Calif., omnirange 141° True radial and a line bearing 048° True toward the Evergreen, Calif., nondirectional radio beacon.

Carleton, Mich., omnirange station.

Carlsbad, N. Mex., omnirange station.

Casper, Wyo., omnirange station.

Cedar Rapids, Iowa, omnirange station.

Centralia, Ill., omnirange station.

Chadron, Nebr., omnirange station.

Champaign, Ill., omnirange station.

Charleston, S.C., omnirange station.

Charleston, W. Va., omnirange station.

Charlo Intersection: The intersection of the Mullan Pass, Idaho, omnirange 089° True and the Missula, Mont., omnirange 354° True radials.

Charlotte, N.C., omnirange station.

Chattanooga, Tenn., omnirange station.

Cherokee, Wyo., omnirange station.

Chesterfield, S.C., VOR.

Cheyenne, Wyo., omnirange station.

Chicago Heights, Ill., omnirange station.

Childress, Tex., omnirange station.

Cincinnati, Ohio, omnirange station.

Clam Intersection: The intersection of the Cross City, Fla., omnirange 242° True and the Tallahassee, Fla., 154° True radials.

Clareville Intersection: The intersection of the Alice, Tex., omnirange 013° True and the Corpus Christi, Tex., 321° True radials.

Cleveland, Ohio, omnirange station.

Coaldale, Nev., VOR.

Cochise, Ariz., VOR.

Coffee INT: The INT of the Jacksonville, Fla., VOR 334° T and the Alma, Ga., VOR 009° T radials.

Cofield, N.C., omnirange station.

Coldwater Intersection: The intersection of the Fort Wayne, Ind., omnirange 148° T and the Findlay, Ohio, omnirange 250° T radials.

College Station, Tex., omnirange station.

Columbia, Mo., omnirange station.

Columbia, S.C., omnirange station.

Columbus, Ga., omnirange station.

Columbus, Miss., VOR.

Columbus, N. Mex., omnirange station.

Concord, N.H., omnirange station.

Converse INT: The INT of the Gregg County, Tex., VOR 123° T and the Shreveport, La., VOR 176° T radials.

Coopersburg INT: The INT of the Allentown, Pa., VOR 188° T and the East Texas, Pa., VOR 102° T radials.

Cordova, Ill., omnirange station.

Corona Intersection: The intersection of the Long Beach, Calif., omnirange 095° True and the Ontario, Calif., omnirange 180° True radials.

Corono, N. Mex., omnirange station.

Corpus Christi, Tex., omnirange station.

Cotulla, Tex., omnirange station.

Coyle, N.J., omnirange station.

Crescent City, Calif., omnirange station.

Crestview, Fla., omnirange station.

Cross City, Fla., omnirange station.

Crossville, Tenn., omnirange station.

Crystal Lake Intersection: The intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials.

Culbertson, Tex., omnirange station.

Cut Bank, Mont., omnirange station.

Dalhart, Tex., omnirange station.

Dallas, Tex., omnirange station.

Davenport Intersection: The intersection of the Point Reyes, Calif., omnirange 155° T. the Salinas, Calif., omnirange 302° T and the Agnew, Calif., omnirange 206° T radials.

Dayton, Ohio, omnirange station.

Daytona Beach, Fla., omnirange station.

Decatur, Ill., VOR.

De Lancy, N.Y., omnirange station.

Delta, Utah, omnirange station.

Denver, Colo., omnirange station.

Des Moines, Iowa, omnirange station.

Dickinson, N. Dak., omnirange station.

Dillon, Mont., VORTAC.

Doby Intersection: The intersection of the Wells, Nev., omnirange station 256° T and the Elko, Nev., omnirange 338° T radials.

Dodge City, Kans., omnirange station.

Dog Intersection: The intersection of the New Orleans, La., VOR 085° T and the Mobile, Ala., VOR 224° T radials.

Dothan, Ala., terminal omnirange station.

Douglas, Ariz., omnirange station.

Douglas, Wyo., omnirange station.

Drake, Ariz., VOR.

Drummond, Mont., omnirange station.

Dubois, Idaho, omnirange station.

Dubuque, Iowa, omnirange station.

Duluth, Minn., omnirange station.

Dyersburg, Tenn., omnirange station.

Eagle Lake, Tex., omnirange station.

Eau Claire, Wis., omnirange station.

Edgerton Intersection: The intersection of the Fort Wayne, Ind., VORTAC 031° T and the Goshen, Ind., omnirange 092° T radials.

El Centro, Calif., omnirange station.

El Dorado, Ark., omnirange station.

Elkins, W. Va., omnirange station.

Elko, Nev., omnirange station.

Ellensburg, Wash., omnirange station.

Elmira, N.Y., omnirange station.

El Paso, Tex., omnirange station.

Emerson INT: The INT of the Myrtle Beach, S.C., VOR 033° T and the Wilmington, N.C., VOR 281° T radials.

Emporia, Kans., omnirange station.

Ephrata, Wash., omnirange station.

Erie, Pa., omnirange station.

Eugene, Oreg., omnirange station.

Evansville, Ind., omnirange station.

Evergreen, Ala., omnirange station.

Fairland Intersection: The intersection of the Herndon, Va., omnirange 084° True and the Washington, D.C., terminal omnirange 016° True radials.

Fairport Intersection: The intersection of the Cleveland, Ohio, omnirange 049° True and the Jefferson, Ohio, omnirange 279° True radials.

Fargo, N. Dak., omnirange station.

Farmington, Minn., VOR.

Farmington, Mo., omnirange station.

Farmington, N. Mex., omnirange station.

Fayetteville, Ark., omnirange station.

Fillmore, Calif., omnirange station.

Findlay, Ohio, omnirange station.

Fitzgerald, Pa., omnirange station.

Flat Rock, Va., omnirange station.

Flint, Mich., VOR.

Flintstone Intersection: The intersection of the Front Royal, Va., omnirange 335° True and the Martinsburg, W. Va., omnirange 298° True radials.

Flippin, Ark., omnirange station.

Florence, S.C., omnirange station.

Fontana Intersection: The intersection of the Palmdale, Calif., omnirange 137° True and the Ontario, Calif., omnirange 047° True radials.

Fort Bridger, Wyo., omnirange station.

Fort Dodge, Iowa, omnirange station.

Fort Jones, Calif., omnirange station.

Fort Myers, Fla., omnirange station.

Fort Smith, Ark., omnirange station.

Fort Stockton, Tex., omnirange station.

Fort Wayne, Ind., VORTAC.

Fortuna, Calif., omnirange station.

Francis INT: The INT of the Oakland, Calif., VOR 267° T and the Point Reyes, Calif., VOR 236° T radials.

Franklin, Va., VOR.

Fresno, Calif., omnirange station.

Front Royal, Va., omnirange station.

Gage, Okla., omnirange station.

Gainesville, Fla., omnirange station.

Galveston, Tex., omnirange station.

Garden City, Kans., VORTAC.

Gaviota, Calif., VOR.

Gila Bend, Ariz., omnirange station.

Gill Intersection: The intersection of the Jefferson, Ohio, omnirange 279° True and the Cleveland, Ohio, omnirange 024° True radials.

Goffs, Calif., omnirange station.

Goodland, Kans., omnirange station.

Gordonsville, Va., omnirange station.

Gore Intersection: The intersection of the Culbertson, Tex., omnirange 012° True and the Salt Flat, Tex., omnirange 085° True radials.

Goshen, Ind., omnirange station.

Graham, Tenn., omnirange station.

Grand Island, Nebr., omnirange station.

Grand Junction, Colo., omnirange station.

Grants, N. Mex., omnirange station.

Grantsburg, Wis., omnirange station.

Grantsville, Md., omnirange station.

Great Falls, Mont., omnirange station.

Green Bay, Wis., omnirange station.

Greensboro, N.C., omnirange station.

Greentown Intersection: The intersection of the Indianapolis, Ind., VOR 022° T and the Kokomo, Ind., VOR 143° T radials.

Greenville Intersection: The intersection of the Tallahassee, Fla., omnirange 091° True (089° M); the Valdosta, Ga., omnirange 233° True (231° M), and the Cross City, Fla., omnirange 333° True (331° M) radials.

Greenwood, Miss., omnirange station.

Gregg County, Tex., omnirange station.

Gulfport, Miss., VOR.

Guthrie, Tex., omnirange station.

Hanksville, Utah, omnirange station.

Harrisburg, Pa., omnirange station.

Hartford, Conn., omnirange station.

Hassayampa, Ariz., omnirange station.

Hayes Center, Nebr., VOR.

Hector, Calif., omnirange station.

Helena, Mont., omnirange station.

Herndon, Va., omnirange station.

Hickory, N.C., omnirange station.

Highway Intersection: The intersection of the Bowling Green, Ky., omnirange 101° True and the Crossville, Tenn., omnirange 349° True radials.

Hill City, Kans., omnirange station.

Hobart, Okla., omnirange station.

Hobbs, N. Mex., omnirange station.

Holly Springs, Miss., VOR.

Honea Intersection: The intersection of the Royston, Ga., omnirange 074° True radial and the Greenville, S.C., ILS localizer south course.

Hopewell, Va., VOR.

Hoquiam, Wash., omnirange station.

Hornitos INT: The INT of the Fresno, Calif., VOR 323° T and the Merced, Calif. (Castle AFB), VOR 011° T radials.

Houston, Tex., omnirange station.

Hudspeth, Tex., omnirange station.

Huntsville, Ala., omnirange station.

Huron, S. Dak., omnirange station.

Hutchinson, Kans., omnirange station.

Indianapolis, Ind., omnirange station.

Iowa City, Iowa, omnirange station.

Iowa INT: The INT of the Ramey AFB, P.R., VOR 149° T and the San Juan, P.R., VOR 226° T radials.

Jack's Creek, Tenn., omnirange station.

Jackson Intersection: The intersection of the Litchfield, Mich., omnirange 050° True and the Salem, Mich., omnirange 257° True radials.

Jackson, Miss., omnirange station.

Jacksonville, Fla., omnirange station.

Jamestown, N. Dak., omnirange station.

Janesville, Wis., omnirange station.

Joliet, Ill., omnirange station.

Junction, Tex., omnirange station.

Kalamazoo, Mich., omnirange station.

Kansas City, Mo., omnirange station.

Keeler, Mich., omnirange station.

Kennebunk, Maine, omnirange station.

Kenton, Del., omnirange station.

Key West, Fla., omnirange station.

Kinston INT: The INT of the New Bern, N.C., VOR 305° T and the Rocky Mount, N.C., VOR 169° T radials.

Kiowa, Colo., omnirange station.

Kirksville, Mo., omnirange station.

Klamath Falls, Oreg., omnirange station.

Knox, Ind., VOR.

Knoxville, Tenn., omnirange station.

Kokomo, Ind., omnirange station.

Kremmling, Colo., omnirange station.

La Belle, Fla., omnirange station.

Lafayette, Ind., omnirange station.

Lafayette, La., omnirange station.

Lake Charles, La., omnirange station.

Lakeland, Fla., omnirange station.

Lakeview, Oreg., VOR.

Lamar, Colo., omnirange station.

Lamoni, Iowa, omnirange station.

Lancaster, Pa., VOR.

Lansing, Mich., omnirange station.

Laramie, Wyo., omnirange station.

Laredo, Tex., omnirange station.

Las Vegas, Nev., omnirange station.

Las Vegas, N. Mex., omnirange station.

Lawrenceville, Va., omnirange station.

Lawton, Okla., omnirange station.

Leslie Intersection: The intersection of the Salem, Mich., omnirange 272° True and the Lansing, Mich., omnirange 159° True radials.

Lewis, Ind., omnirange station.

Lewiston, Mont., omnirange station.

Lexington, Ky., omnirange station.

Liberal, Kans., VOR.

Lisbon INT: The INT of the Baltimore, Md., VOR 283° T and the Westminster, Md., VOR 218° T radials.

Litchfield, Mich., omnirange station.

Little Rock, Ark., omnirange station.

Livingston, Mont., omnirange station.

Lometa, Tex., omnirange station.

Lone Rock, Wis., omnirange station.

Long Beach, Calif., omnirange station.

Los Angeles, Calif., omnirange station.

Louisville, Ky., omnirange station.

Lovelock, Nev., omnirange station.

Lubbock, Tex., omnirange station.

Lucin, Utah, omnirange station.

Lufkin, Tex., omnirange station.

Macon, Ga., omnirange station.

Macon, Mo., omnirange station.

Malad City, Idaho, omnirange station.

Malden, Mo., omnirange station.

Mankato, Kans., omnirange station.

Mansfield, Ohio, omnirange station.

Maples, Mo., VOR.

Marianna, Fla., omnirange station.

Marshall, Mo., VORTAC.

Martinsburg, W. Va., omnirange station.

Maryland Heights, Mo., omnirange station.

Mason City, Iowa, omnirange station.

Massena, N.Y., omnirange station.

McAlester, Okla., omnirange station.

McComb, Miss., omnirange station.

McDonough, Ga., VORTAC.

Medford, Oreg., omnirange station.

Memphis, Tenn., omnirange station.

Mendota Intersection: The intersection of the Jamesville, Wis., omnirange 339° True and the Lone Rock, Wis., omnirange 103° True radials.

Meridian, Miss., omnirange station.

Merriam, Ind., VOR.

Miami, Fla., omnirange station.

Midland, Tex., omnirange station.

Miles City, Mont., omnirange station.

Milford, Utah, VORTAC.

Millbury Intersection: The intersection of the Hartford, Conn., omnirange 044° True with the Gardner, Mass., omnirange direct radial to the Providence, R.I., omnirange station.

Milwaukee, Wis., omnirange station.

Milton, Pa., VOR.

Mineral Wells, Tex., omnirange station.

Minneapolis, Minn., omnirange station.

Minot, N. Dak., omnirange station.

Missoula, Mont., omnirange station.

Mobile, Ala., omnirange station.

Modesto, Calif., omnirange station.

Moline, Ill., VOR.

Monroe, La., omnirange station.

Montebello, Va., omnirange station.

Montgomery, Ala., omnirange station.

Morgantown, W. Va., omnirange station.

Mormon Mesa, Nev., omnirange station.

Mount Hamilton INT: The INT of the Agnew, Calif., VOR 097° T radial with the Oakland, Calif., VOR direct radial to the Panoche, Calif., VOR.

Mullan Pass, Mont., omnirange station.

Murphy Intersection: The intersection of the Chattanooga, Tenn., omnirange 088° True and the Knoxville, Tenn., omnirange 191° True radials.

Muscle Shoals, Ala., omnirange station.

Muskegon, Mich., VORTAC.

Myrtle Beach, S.C., omnirange station.

Nabb, Ind., omnirange station.

Nantucket, Mass., omnirange station.

Naperville, Ill., omnirange station.

Nashville, Tenn., omnirange station.

Navarro Intersection: The intersection of the Leona, Tex., omnirange 338° True and the Waco, Tex., omnirange 067° True radials.

Needles, Calif., omnirange station.

Neola, Iowa, omnirange station.

Neosho, Mo., omnirange station.

New Alexandria INT: The INT of the Pittsburgh, Pa., VOR 067° T and the Johnstown, Pa., VOR 292° T radials.

Newberg, Oreg., omnirange station.

Newman, Tex., omnirange station.

New Orleans, La., omnirange station.

Newport, Oreg., omnirange station.

Newport Intersection: The intersection of the Nantucket, Mass., omnirange 252° True and the Norwich, Conn., omnirange 127° True radials.

Newton, Iowa, omnirange station.

Nodine, Minn., omnirange station.

Norcross, Ga., omnirange station.

Norfolk, Va., VOR.

Norris INT: The INT of the Westminster, Md., VOR 060° T and the Lancaster, Pa., VOR 198° T radials.

North Bend INT: The INT of the Philipsburg, Pa., VOR 014° T and the Bradford, Pa., VOR 127° T radials.

North Bend, Oreg., omnirange station.

North Platte, Nebr., omnirange station.

Northbrook, Ill., VOR.

Oakland, Calif., omnirange station.

Oakwood Intersection: The intersection of the Watertown, S. Dak., omnirange 169° True and the Huron, S. Dak., omnirange 088° True radials.

Oceanside, Calif., omnirange station.

Ogden, Utah, omnirange station.

Ohio INT: The INT of the Ramey AFB, P.R., VOR 013° T and the San Juan, P.R., VOR 333° T radials.

Oklahoma City, Okla., omnirange station.

Okmulgee, Okla., omnirange station.

Omaha, Nebr., omnirange station.

O'Neill, Nebr., omnirange station.

Ontario, Calif., omnirange station.

Orlando, Fla., omnirange station.

Oshkosh, Wis., omnirange station.

Otto, N. Mex., omnirange station.

Ottumwa, Iowa, omnirange station.

Oxnard, Calif., VOR.

Pacoima Intersection: The intersection of the Fillmore, Calif., omnirange 111° True and the Los Angeles, Calif., omnirange 355° True radials.

Paducah, Ky., omnirange station.

Pahokee, Fla., VOR.

Palacios, Tex., omnirange station.

Palm Springs INT: The INT of the Thermal, Calif., VOR 340° T and the Twenty-nine Palms, Calif., VOR 244° T radials.

Palmdale, Calif., omnirange station.

Panoche, Calif., VOR.

Parkersburg, W. Va., omnirange station.

Paso Robles, Calif., omnirange station.

Pawnee City, Nebr., omnirange station.

Paynesville Intersection: The intersection of the Pulaski, Va., omnirange 285° True and the Tri-City, Tenn., omnirange 012° True radials.

Pendleton, Oreg., omnirange station.

Pensacola (Saufley Field), Fla., omnirange station.

Peoria, Ill., omnirange station.

Peotone, Ill., omnirange station.

Petersburg Intersection: The intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials.

Peters Creek INT: The INT of the Anchorage, Alaska, VOR 347° T radial and the Skwentna, Alaska, RR northeast course.

Philipsburg, Pa., omnirange station.

Phillip, S. Dak., omnirange station.

Phoenix, Ariz., VORTAC.

Picayune, Miss., VOR.

Pierre, S. Dak., omnirange station.

Pine Bluff, Ark., omnirange station.

Pinehurst Intersection: The intersection of the Raleigh, N.C., omnirange 220° T and the Florence, S.C., omnirange 008° T radials.

Pioneer Intersection: The intersection of the Fort Wayne, Ind., omnirange 031° T and the Waterville, Ohio, omnirange 288° T radials.

Pittsburgh, Pa., omnirange station.

Plattsburgh, N.Y., omnirange station.

Pocatello, Idaho, omnirange station.

Point Dume Intersection: The intersection of the Fillmore, Calif., omnirange 163° True and the Long Beach, Calif., omnirange 287° True radials.

Point Reyes, Calif., omnirange station.

Polo, Ill., omnirange station.

Ponca City, Okla., omnirange station.

Pontiac, Ill., omnirange station.

Portland, Oreg., omnirange station.

Poughkeepsie, N.Y., omnirange station.

Power Point Intersection: The intersection of the Imperial, Pa., omnirange 305° T and the Youngstown, Ohio, omnirange 190° T radials.

Prescott, Ariz., omnirange station.

Presque Isle, Maine, omnirange station.

Princeton, Maine, omnirange station.

Provo, Utah, VOR.

Pueblo, Colo., omnirange station.

Pulaski, Va., omnirange station.

Pullman, Mich., omnirange station.

Quakertown, INT: The INT of the Pottstown, N.Y., VOR 042° T and the Yardley, Pa., VOR 284° T radials.

Quincy, Ill., omnirange station.

Quitman, Tex., omnirange station.

Rainbow INT: The INT of the Oakland, Calif., VOR 235° T and the Point Reyes, Calif., VOR 195° T radials.

Raleigh, N.C., omnirange station.

Ramey AFB, P.R., VOR.

Rapid City, S. Dak., omnirange station.

Raton, N. Mex., omnirange station.

Raymond, Nebr., VOR.

Readsville, Mo., omnirange station.

Red Bluff, Calif., omnirange station.

Redmond, Oreg., omnirange station.

Redwood Falls, Minn., omnirange station.

Reedsville INT: The INT of the Tower City, Pa., VOR direct radial to the Tyrone, Pa., VOR with the Harrisburg, Pa., VOR direct radial to the Philipsburg, Pa., VOR.

Reno, Nev., omnirange station.

Rice, Calif., VOR.

Richmond INT: The INT of the Oakland, Calif., VOR 330° T with the Sausalito, Calif., VOR direct radial to the Sacramento, Calif., VOR.

Riverhead, N.Y., omnirange station.

Roberts, Ill., omnirange station.

Rochester, Minn., omnirange station.

Rochester, N.Y., omnirange station.

Rockford, Ill., omnirange station.

Rock Springs, Tex., omnirange station.

Rock Springs, Wyo., omnirange station.

Rocky Mount, N.C., omnirange station.

Roscoe Intersection: The intersection of the Appleton, Ohio, omnirange 085° True radial with the Zanesville, Ohio, omnirange direct radial to the Tiverton, Ohio, omnirange station.

Roswell, N. Mex., omnirange station.

Round Top Intersection: The intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials.

Royston, Ga., omnirange station.

Russell, Kans., omnirange station.

St. Johns, Ariz., VOR.

St. Joseph, Mo., omnirange station.

St. Louis, Mo., omnirange station.

St. Petersburg, Fla., VOR.

Sacramento, Calif., omnirange station.

Saginaw, Mich., omnirange station.

Salem, Mich., omnirange station.

Salina, Kans., omnirange station.

Salinas, Calif., omnirange station.

Salisbury, Md., omnirange station.

Saltair Intersection: The intersection of the Salt Lake City, Utah, omnirange 265° True and the Ogden, Utah, omnirange 194° True radials.

Salt Flat, Tex., omnirange station.

Salt Lake City, Utah, omnirange station.

San Angelo, Tex., omnirange station.

San Antonio, Tex., omnirange station.

San Diego, Calif., omnirange station.

San Juan, P.R., VOR.

San Luis Obispo, Calif., VOR.

San Simon, Ariz., omnirange station.

Santa Barbara, Calif., omnirange station.

Santa Fe, N. Mex., omnirange station.

Saratoga Intersection: The intersection of the San Francisco, Calif., omnirange 218° True and the Salinas, Calif., omnirange 319° True radials.

Saugus Intersection: The intersection of the Lake Hughes, Calif., omnirange 158° T and the Fillmore, Calif., omnirange 066° T radials.

Savannah, Ga., omnirange station.

Saybrook Intersection: The intersection of the Wilton, Conn., omnirange 090° True and the Riverhead, N.Y., omnirange 046° True radials.

Sayre, Okla., omnirange station.

Scotland, Ind., omnirange station.

Scottdale Intersection: The intersection of the Pittsburgh, Pa., omnirange 117° True and the Morgantown, W. Va., omnirange 021° True radials.

Scottsbluff, Nebr., VOR.

Seattle, Wash., omnirange station.

Selinsgrove, Pa., omnirange station.

Shelbyville, Ind., omnirange station.

Sheppards INT: The INT of the Gordonsville, Va., VOR 207° T and the Flat Rock, Va., VOR 257° T radials.

Sheridan, Wyo., omnirange station.

Shreveport, La., omnirange station.

Sidney, Nebr., omnirange station.

Sidney, Ohio, omnirange station.

Sioux City, Iowa, omnirange station.

Sioux Falls, S. Dak., omnirange station.

Skilak INT: The INT of the Anchorage, Alaska, VOR 199° T radial and the Kenai, Alaska, RR southeast course.

South Bend, Ind., omnirange station.

South Boston, Va., omnirange station.

Spartanburg, S.C., omnirange station.

Spokane, Wash., omnirange station.

Springfield, Ill., omnirange station.

Springfield, Mo., omnirange station.

Spring Glen INT: The INT of the Wilton, Conn., VOR 295° T and the Poughkeepsie, N.Y., VOR 259° T radials.

Sterling Intersection: The intersection of the Providence, R.I., omnirange 270° True and the Norwich, Conn., omnirange 043° True radials.

Stinson Beach INT: The INT of the Point Reyes, Calif., VOR 155° T and the Sausalito, Calif., VOR 239° T radials.

Stony Fork, Pa., VOR.

Sumatra Intersection: The intersection of the Miles City, Mont., omnirange 286° True and the Billings, Mont., omnirange 036° True radials.

Stroudsburg, Pa., omnirange station.

Sulphur Springs, Tex., omnirange station.

Sunset INT: The INT of the Oakland, Calif., VOR 235° T and the Point Reyes, Calif., VOR 207° T radials.

Syracuse, N.Y., omnirange station.

Tahoe Intersection: The intersection of the Sacramento, Calif., omnirange 055° True radial and a line bearing 008° True to the Donner Summit nondirectional radio beacon.

Tallahassee, Fla., omnirange station.

Terre Haute, Ind., omnirange station.

Texarkana, Ark., omnirange station.

The Dalles, Oreg., omnirange station.

Thermal, Calif., omnirange station.

Thurman, Colo., omnirange station.

Tidioute, Pa., VOR.

Titusville Intersection: The intersection of the Fitzgerald, Pa., omnirange 304° True and the Bradford, Pa., omnirange 260° True radials.

Tiverton, Ohio, omnirange station.

Tobe, Colo., VOR.

Toltec INT: The INT of the Casa Grande, Ariz., VOR 105° T and the Phoenix, Ariz., VOR 161° T radials.

Tonopah, Nev., VOR.

Topeka, Kans., omnirange station.

Tower City, Pa., VOR.

Traverse City, Mich., omnirange station.

Tri-City, Tenn., omnirange station.

Troy, Ill., omnirange station.

Truth or Consequences, N. Mex., omnirange station.

Tuba City, Ariz., VOR.

Tucson, Ariz., omnirange station.

Tucumcari, N. Mex., omnirange station.

Tulsa, Okla., omnirange station.

Tuskegee, Ala., VOR.

Twentynine Palms, Calif., VOR.

Ukiah, Calif., omnirange station.

Union Pass Intersection: The intersection of the Goffs, Calif., VOR 070° T and the Needles, Calif., VOR 004° T radials.

Vandalia, Ill., omnirange station.

Vermont INT: The INT of the Ramey AFB, P.R., VOR 027° T and the San Juan, P.R., VOR 351° T radials.

Vero Beach, Fla., omnirange station.

Vichy, Mo., omnirange station.

Vienna, Ga., omnirange station.

Waco, Tex., omnirange station.

Walnut Ridge, Ark., omnirange station.

Walter INT: The INT of the Cleveland, Ohio, VOR 201° T radial and the Wellington, Ohio, VAR west course.

Waterloo, Iowa, omnirange station.

Watertown, N.Y., omnirange station.

Watertown, S. Dak., omnirange station.

Waterville, Ohio, omnirange station.

Wausau, Wis., omnirange station.

Westchester, Pa., omnirange station.

Westminster, Md., omnirange station.

West Palm Beach, Fla., omnirange station.

Westpoint, Ind., omnirange station.

Wheeling, W. Va., omnirange station.

White Cloud, Mich., omnirange station.

Whitehall, Mont., omnirange station.

White Hills Intersection: The intersection of the Needles, Calif., omnirange 004° True and the Las Vegas, Nev., omnirange 121° True radials.

White Oaks Intersection: The intersection of the Lake Hughes, Calif., omnirange 339° T and the Palmdale, Calif., omnirange 291° T radials.

Whittier INT: The INT of the Anchorage, Alaska, VOR 118° T radial and the Hinchinbrook, Alaska, RR northwest course.

Wichita, Kans., omnirange station.

Wichita Falls, Tex., omnirange station.

Williams, Calif., omnirange station.

Wilkes-Barre-Scranton, Pa., VOR.

Williamsport, Pa., omnirange station.

Willow INT: The INT of the Anchorage, Alaska, VOR 004° T radial and the Skwentna, Alaska, RR southeast course.

Wilmington, N.C., omnirange station.

Wilton, Conn., omnirange station.

Wink, Tex., omnirange station.

Winslow, Ariz., omnirange station.

Wolbach, Nebr., omnirange station.

Woodstown, N.J., omnirange station.

Yakima, Wash., omnirange station.

York, Ky., omnirange station.

Youngstown, Ohio, omnirange station.

Yuma, Ariz., omnirange station.

Zuni, N. Mex., omnirange station.

§ 601.7002 Hawaiian VOR reporting points.

Coconut Intersection: The intersection of the Honolulu VOR 261° True radial and a line bearing 220° True from the Kahuku nondirectional radio beacon.

Grass Shack Intersection: Intersection of Hilo VOR 004° True and Upolu Point 96° True radials.

Hibiscus Intersection: Intersection of Upolo Point VOR 96° True and Hilo VOR 34° True radials.

Hilo VOR.

Honolulu VOR.

Kahului VOR.

Koko Head VOR.

Lanai VOR.

Lihue VOR.

Molokai VOR.

Paradise Intersection: Intersection of Hilo VOR 334° True and Upolu Point VOR 96° True radials.

Shark intersection: The INT of the Koko Head VOR 050° T and the Upolu Point VOR 355° T radials.

Southgate Intersection: Intersection of Honolulu VOR 179° True and Molokai VOR 268° True radials or a bearing of 241° T from Makapuu Point RBN.

South Honolulu Intersection: Intersection of Honolulu VOR 179° True and Lanai VOR 224° True radials.

South Port Allen INT: The INT of the Koko Head VOR 254° T and the Lihue VOR 186° T radials.

Sunrise INT: The INT of the Koko Head VOR 065° T and the Upolu Point VOR 003° T radials.

Swordfish Intersection: The intersection of the Honolulu VOR 261° True and the Lihue VOR 189° True radials.

Tuna Intersection: The Intersection of the Molokai VOR 067° True and the Upolu Point VOR 012° True radials.

Upolu Point VOR.

Subpart H—Continental Control Area

§ 601.7101 Designation of Continental Control Area.

The Continental Control Area shall consist of all the airspace above the continental United States at and above 24,000 feet, mean sea level, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of this chapter.

Subpart I—Designated Positive Control Route Segments

§ 601.8001 Positive control route segments.

The portions of Federal airways described in this subpart between 17,000 feet and 22,000 feet (mean sea level) inclusive, including all controlled airspace embraced within them, are designated as positive control route segments.

VOR Federal airway No. 6 (Oakland, Calif., to New York, N.Y.) (see § 600.6006 of this chapter). The portion of VOR Federal airway No. 6 from the Rock River, Wyo., omnirange station to the Grand Island, Nebr., omnirange station, excluding north and south alternates.

VOR Federal airway No. 8 (Long Beach, Calif., to Washington, D.C.) (see § 600.6008 of this chapter). The portion of VOR Federal airway No. 8 from the Goshen, Ind., omnirange station to the point of intersection of the Martinsburg, W.Va., omnirange direct radial to the Washington, D.C., terminal omnirange station with the Front Royal, Va., omnirange 088° radial, excluding north and south alternates.

VOR Federal airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.) (see § 600.6032 of this chapter). The portion of VOR Federal airway No. 32 from the Elko, Nev., omnirange station to the Bonneville, Utah, omnirange station, excluding the north alternate.

VOR Federal airway No. 50 (Kirksville, Mo., to Indianapolis, Ind.) (see § 600.6050 of this chapter.) The portion of VOR Federal airway No. 50 from the Springfield, Ill., omnirange station to the Terre Haute, Ind., omnirange station.

VOR Federal airway No. 144 (Chicago, Ill., to Washington, D.C.) (see § 600.6144 of this chapter). The portion of VOR Federal airway No. 144 from the point of intersection of the Peotone, Ill., omnirange direct radial to the Fort Wayne, Ind., omnirange station with the Chicago Heights, Ill., omnirange direct radial to the Lafayette, Ind., omnirange station; to the Appleton, Ohio, omnirange station.

VOR Federal airway No. 200 (Ukiah, Calif., to Kremmling, Colo.) (see § 600.6200 of this chapter). The portion of VOR Federal air way No. 200 from the Williams, Calif., omnirange station to the Reno, Nev., omnirange station.

VOR Federal airway No. 1504 (San Francisco, Calif., to Washington, D.C.) (see § 600.6604 of this chapter). The portion of VOR Federal airway No. 1504 from the Sacramento, Calif., omnirange station to the Elko, Nev., omnirange station.

VOR Federal airway No. 1506 (San Francisco, Calif., to Washington, D.C.) (see § 600.6606 of this chapter). The portion of VOR Federal airway No. 1506 from the Bonneville, Utah, omnirange station to the Rock River, Wyo., omnirange station and the portion from the Appleton, Ohio, omnirange station to the point of intersection of the Front Royal, Va., omnirange 112° and the Washington, D.C., terminal omnirange 245° radials.

VOR Federal airway No. 1510 (Los Angeles, Calif., to New York, N.Y.) (see § 600.6610 of this chapter). The portion of VOR Federal airway No. 1510 from the point of INT of the Los Angeles, Calif., VOR 057° and the Long Beach, Calif., VOR 024° radials to the Colts Neck, N.J., VOR, including a north alternate from the Iowa City, Iowa, VOR to the Waterville, Ohio, VOR.

VOR Federal airway No. 1512 (Los Angeles, Calif., to New York, N.Y.) (see § 600.6612 of this chapter). The portion of VOR Federal airway No. 1512 from the Ontario, Calif., VOR to the Colts Neck, N.J., VOR.

VOR Federal airway No. 1514 (San Francisco, Calif., to New York, N.Y.) (see § 600.6614 of this chapter). The portion of VOR Federal airway No. 1514 from the Kansas City, Mo., VOR to the Colts Neck, N.J., VOR.

By the authority delegated to me by the Administrator (24 F.R. 4530).

Issued in Washington, D.C., on December 22, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-10955; Filed, Dec. 22, 1959; 10:30 a.m.]